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號十三月六年九十二百九千一英

HONG, KONG, SUNDAY, JUNE 30, 1929.

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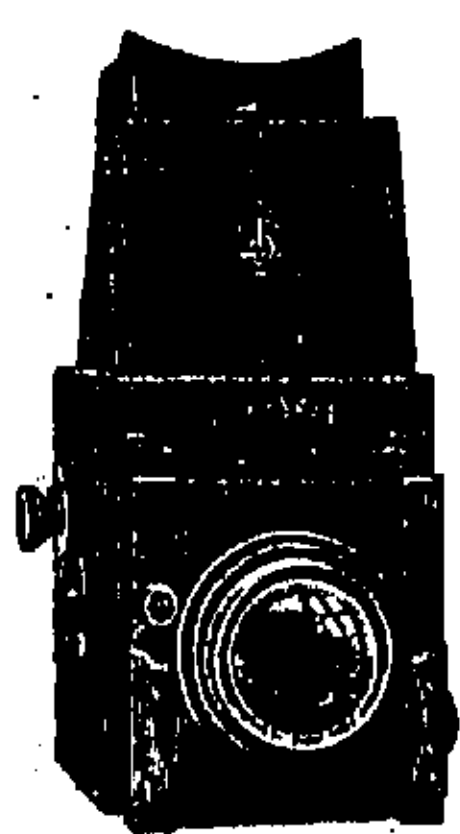
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REALM OF SPORTS

H.E. THE GOVERNOR ON CHINESE PROGRESS

A NEW BATHING SHED.

Lady Clementi Performs Opening Ceremony

TEN CENTS FOR A PAIR OF SCISSORS

In the realm of sports in the Colony of Hong Kong, the Chinese have during the last decade or so shown great activities. They have taken to our forms of recreation and pastime with a zeal rarely shown by other nationalities, and to-day we see the Chinese holding their own against us in football, tennis, cricket, swimming, baseball, basketball and other games.

At the opening ceremony of the S.C.A.A. new bathing shed at Quarry Bay yesterday afternoon, H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) spoke of the rapid progress made by the Chinese. He said that the South China Athletic Association did not exist when he first served in Hong Kong as a young man, but it came into existence about fourteen years ago, when the Chinese Renaissance began. To-day it has a membership of 4,000.

A GALA DAY

Yesterday was indeed a gala day to the Chinese sportsmen. Young and old, men and women alike, wended their way to Quarry Bay and long before the ceremony of opening the new bathing shed was timed to take place, there were already about five thousand persons gathered together in the old bathing shed of this popular Chinese Club. The new pavilion was, of course, closed with a tricolour ribbon stretched across the doorway.

At the entrance were the Hon. Mr. W. T. Southern, C.M.G., Colonial Secretary, and Mrs. Southern, Mr. Justice J. R. Wood, the Hon. Mr. R. H. Kotewall, C.M.G., LL.D., the Hon. Mr. S. W. Tso, O.B.E., LL.D., the Hon. Mr. J. P. Braga, the Hon. Mr. W. E. J. Shenton, Mr. Li Yau-tsun, O.B.E., Mr. Li Yick-mui, Mr. O. W. Luke (Chairman of the S.C.A.A.), Mr. J. S. Shak, and others.

His Excellency arrived with Lady Clementi, accompanied by Capt. Sillitoe, by motor-car at 3.30 o'clock and they were met by the Hon. Mr. Kotewall and Mr. Luke. His Excellency then inspected the company of Boy Scouts lined up on the roadway facing the entrance.

Mr. Li Yau-tsun handed a pair of scissors and a golden key to Lady Clementi to open the new building. She cut the ribbon in two, and, after opening the the grilled doorway, Mr. Li asked her to keep the golden key and the pair of scissors as mementoes of the occasion. Laughingly, Lady Clementi took out ten cents from her purse and handed it to Mr. Li, saying that to prevent the pair of scissors cutting off a friendship which she valued, Mr. Li would have to keep the ten cents piece.

A Tour of Inspection

The visitors from Government House and other guests were then taken on a tour of inspection by the officials of the Club.

The new building is indeed a credit to the designers, Messrs Clarke and Lu. It is a semi-permanent structure with main dimensions of 150 feet in length by 52 feet in depth. The foundation is of reinforced concrete pillars, widely spread and reinforced concrete footings on the foreshore. The pillars finished off at road level, where they are decked with hardwood joists and boards. The superstructure is formed of hardwood pillars with hardwood framing, filled with asbestos sheets and glazed fanlights. The roof is covered with Malthoid.

The accommodation comprises a ladies' and men's dressing rooms with showers and lavatory accommodation. A verandah 19 feet wide extends to the full length of the building and has two bamboo pier extensions. A plentiful supply of fresh water is obtained from a nallah, water being led by pipes to tanks provided on the roof.

History of the S.C.A.A.

The visitors assembled in the hall, and addressing the gathering in Chinese, Mr. Li Yau-tsun, as President of the Association, thanked those present and extended them a most hearty and cordial welcome. The Association, he said, was formed in 1916 with about 30 members with one game of sport, namely, football. Since then the activities of the Association had increased and recreations promoted by the Association, in addition to football, were baseball, basketball, volleyball, tennis, Chinese boxing, ping-pong, billiards, and swimming.

Recently the Chinese had taken a keen interest in swimming. Hitherto, this sport was indulged in by the members once a week through the hire of launches. In 1926, the Government allotted to the Association a piece of foreshore at Quarry Bay to erect a bathing shed. This shed was in 1927 completely destroyed by a severe typhoon. The Committee of the Association then concentrated their attention on erecting a safe and typhoon-proof pavilion, and owing to their untiring efforts, particularly those of the late President of the Association, the late Mr. Lee Hyson, the present site was allotted by the Government.

The Only One of its Kind
The present building was the only bathing pavilion in this Colony erected on such an elaborate scale. His Excellency and Lady Clementi had very graciously consented to be present and to perform the Opening Ceremony of the pavilion, for which the Association was indeed grateful.

His Excellency's Speech

His Excellency the Governor replying said:—
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(Continued on Page 16.)

SENSATIONS IN TEST

England Fails Early, But Recovers

3 WICKETS DOWN FOR 18 RUNS

Sutcliffe Makes a Century in Two Big Partnerships

Disaster befell England early in the Second Test Match which opened yesterday at Lord's against the South Africans, after the First at Birmingham a fortnight ago had ended in a draw. Killick, the young 'Varsity Blue, who won his epurs in the previous undecisive encounter. Hammond, the hero of new records in the successful tour in Australia during the close season, and O'Connor, the Essex professional who was receiving his handism of five, all failed—consequently.

England's Bulwark
That bulwark of England's front line, Sutcliffe (who has opened England's innings for several seasons with Hobbs, the latter being at present a casualty) withstood the onslaught of the South African attack.

And a comparative veteran in the jovial "Patsy" Hendren helped Sutcliffe to make a stand. When Hendren went, Sutcliffe became associated with a fellow Yorkshireman in Leyland, and they stayed together until the lunch interval. Sutcliffe finally reached three figures and Leyland also did well.

Morkel was South Africa's agent of destruction. This right-hand medium-paced bowler, who is only 23 years of age, took all the four wickets which fell before the interval, three of them howling.

The Toss and Changes
London, Yesterday.
The weather was ideal and the

(Continued on Page 5.)

WATER SCARCITY

Revised Restrictions on Tuesday

FOUR HOURS' SUPPLY

Commencing on Tuesday the principal mains in the city and high level districts will be closed except during the following periods:—

6 a.m. to 8 a.m.
6 p.m. to 8 p.m.

On Tuesday, and thereafter the street fountains which have been closed in the area immediately south of Queen's-road will be opened during the above hours.

The supply to the Peak will be:—
Severn-road (Eastern section only), Barker-road, Magazine Gap and Wanchai Gap districts—6 to 8 a.m. and 4 to 5 p.m.
Remainder of the Peak—6 to 9 a.m.

The V.R.C. Bath

In view of a statement that the V.R.C. propose to charge for the use of their swimming bath as a reservoir, it may be of interest to recall that the active existence of this Club is 76 years and that they have been squatters on Government land for 72 years. The total rent (Crown) paid to the Government during this period has been only \$22. It is stated that the rent that should have been paid together with interest upon the sum, should have been about \$300,000. The value of the Crown land occupied by the V.R.C. for a rent of \$1 per annum has been estimated at \$800,000. The site was made for the V.R.C. at public cost (i.e. Admiralty) and \$20,000 was paid to the V.R.C. by the Admiralty towards the new buildings on the present site.

The position is thus stated not on account of any desire to criticize the V.R.C. but merely to enlighten its present membership and the public generally.

CRISIS IN JAPAN?

Fall of Tanaka Cabinet Predicted

1928 MANCHURIAN INCIDENT

Echo of Marshal Chang Tso-lin's Assassination

Tokyo, Yesterday.
While it is impossible to ascertain the exact degree of its seriousness, there seems little doubt that a sudden Cabinet crisis has arisen.

The leading newspapers freely assert that the Cabinet is tottering and that the Minseito Party (the official Opposition in the Diet) is making preparations to succeed if the Seiyukai Party (which is in power) falls.

Official circles are, however, evasive and profess no knowledge as to how far the reports are true, though they aver that current reports are "probably exaggerated."

Censure on Officers

The predicted crisis appears to centre mainly around the proposed publication of a report of the results of the Japanese Government's investigations into the Manchurian incident of June, 1928, which resulted in the death of Marshal Chang Tso-lin, who had just been ejected by the Chinese Nationalists from Peking, where he had been Generalissimo for some time at the head of the then "Northern" Chinese Government.

The report exonerates Japan. Nevertheless it censures certain officers in the Japanese garrison in Manchuria for agreeing to the temporary replacement of Japanese troops in the Japanese railway zone (the South Manchuria Railway) by Chinese troops, on the occasion of Chang Tso-lin's arrival at Mukden by the (Chinese-owned) Peking-Mukden Railway. The Chinese troops who took over from the Japanese in the "zone" were, to all intents and purposes, under Chang Tso-lin's control.

War Minister's Opposition

The censure on the Japanese officers concerned is for agreeing to the replacement without first consulting the Home Government.

Publication of this important report was expected for to-day but has been postponed indefinitely.

It is intimated that such postponement is due to the attitude of the Minister for War, General Shirakawa, who strongly opposes the proposed punishment of the officers concerned.

Premier Seeks Advice

From this it might be inferred that the crisis in the Cabinet is as serious as is believed. The Army approves of the stand made by General Shirakawa; wherefore, if he resigns, it will probably be difficult for the Government to find a successor as the War portfolio is always held by a military officer.

The fact that Baron Tanaka (who is both Premier and Foreign Minister) visited both Marquis Saionji (the only "Elder" statesman living) and Admiral Suzuki (the Grand Chamberlain), apparently for advice, is considered as a further indication that the situation is serious.—Reuter.

[Chang Tso-lin was killed by bombs. His death created a profound sensation and, it was alleged, certain Japanese secret societies had a hand in the mystery. The assassination occurred in the Japanese railway zone.]

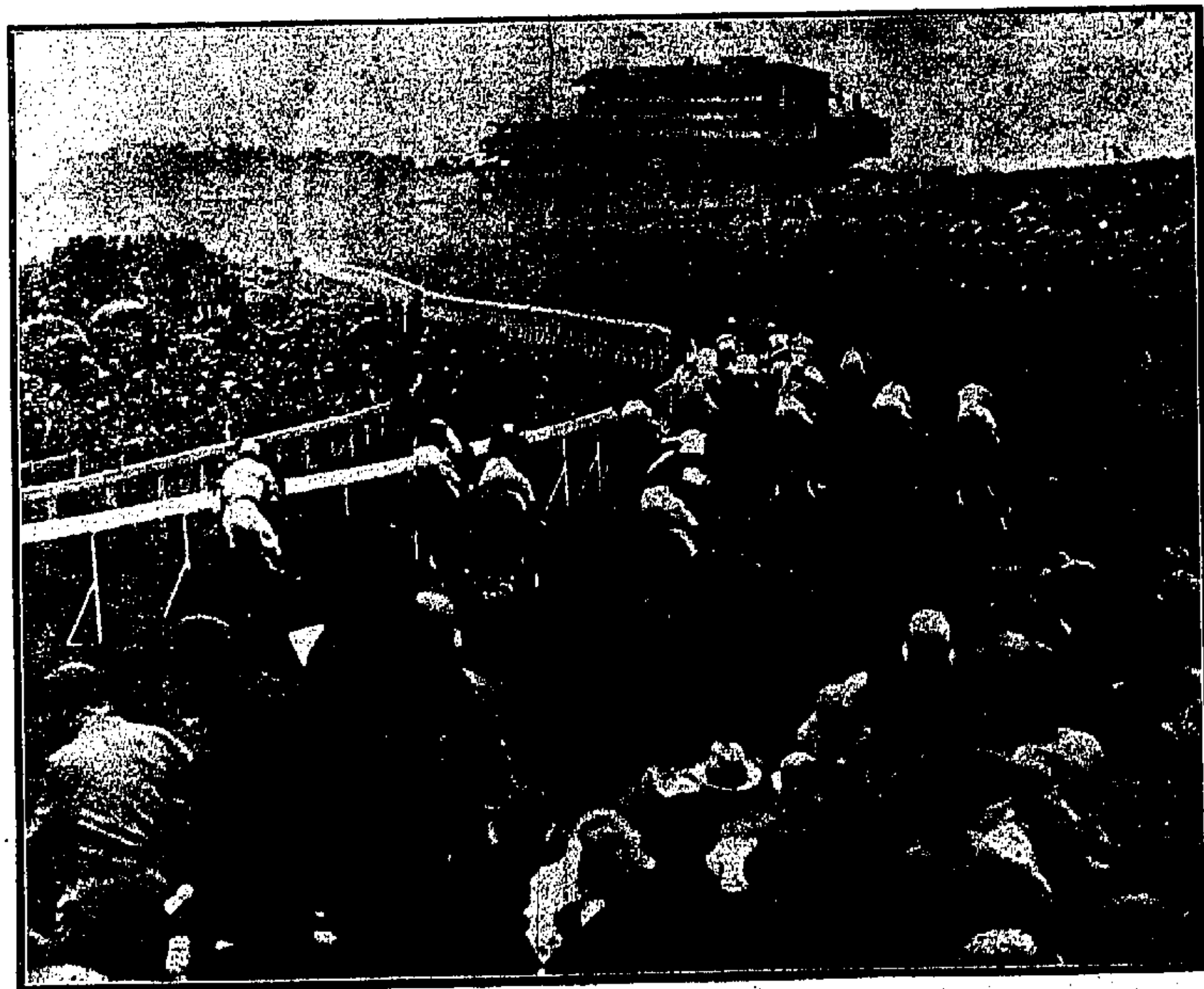
New Commander Later

Lieut.-General Hata, Commander of the First Division, has been appointed Commander of the Japanese Garrison in Kwantung Peninsula, South Manchuria, in succession to Lieut.-General Murakami.—Reuter.

Exchange Down Two Points

Tokyo, Last Night.
Falling unexpected developments, the Cabinet is likely to resign during the next few days. It is stated in well informed circles that the real basis of the trouble is the dissatisfaction in very high quarters over (Continued on Page 22.)

The Derby: A Fall At Tattenham Corner



A Epsom on June 5, the field of 26 rounding the famous Tattenham Corner in the Derby, which was won by a 33 to 1 outsider, Trigo, who took the lead here. Mr. "Sol" Joe's Kapi, which was one of two colts to lose several lengths at the start, fell here. Kapi can be seen faintly in centre, on the ground in front of the horse at rear ridden by the jockey with the stripes. Winton, who had the mount on Kapi, can be made out (by the stripes of his colours) between Kapi and the rails, just in front of another of the tail-enders.—(Sport and General).

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(Continued on Page 16.)

wicket good. "Farmer" White won the toss and elected to bat. The attendance at Lord's numbered 6,000 when the first ball was sent down in the Second Test Match. Teams:—

ENGLAND

J. C. White (Somerset) captain, E. T. Killick (Cambridge University and Middlesex), R. W. V. Robins (Middlesex), H. Sutcliffe (Yorkshire), W. R. Hammond (Gloucestershire), E. Hendren (Middlesex), M. W. Tate (Sussex), H. Larwood (Notts), G. Duckworth (Lancashire), M. Leyland (Yorkshire), J. O'Connor (Essex), A. M. Crawley (Oxford University) in 12th man. Robins and O'Connor are new "eggs" being selected in place of P. G. H. Fender and K. S. Duleepsinhji, who played in the First Test.

SOUTH AFRICA

H. G. Deane (Transvaal), captain, H. H. Catterall (Orange Free State), B. Mitchell (Transvaal),

(Continued on Page 5.)

COURT MARTIAL

The Sentence on Major Ogilvy

POSITION OF THE PRESS

On making enquiries at Command Headquarters yesterday morning a representative of this paper was informed that it would not be possible to publish the sentences on Major G. M. H. Ogilvy, of the K.O.S.B. (following upon the adverse verdict of the Court Martial) until that had received the confirmation of the General Officer Commanding, China Command, Major-General Sandilands, who at present is out of the Colony.

Nevertheless, an evening contemporary has published a statement asserting that Major Ogilvy has been sentenced to be reprimanded and to make good the sum

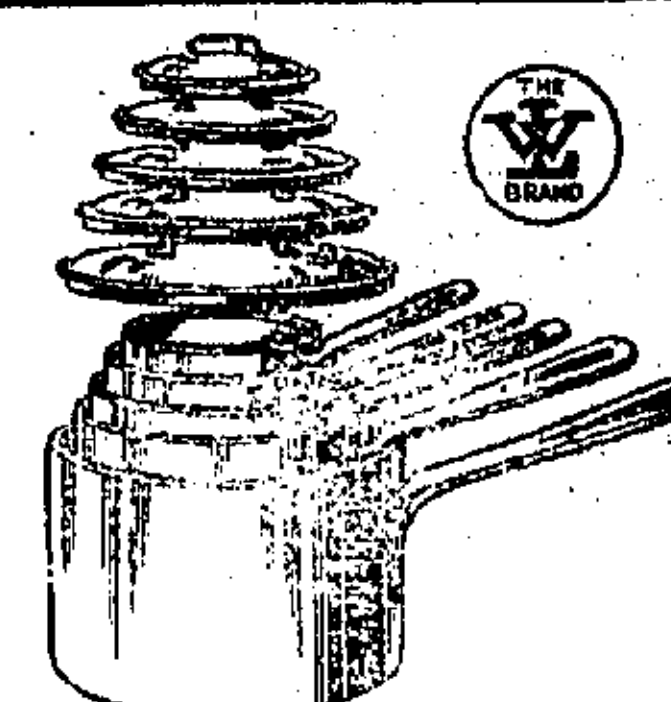
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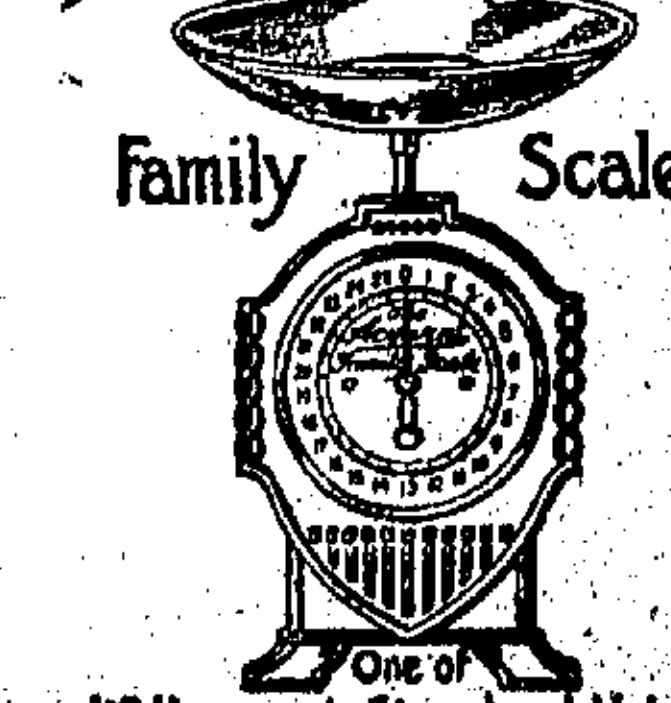


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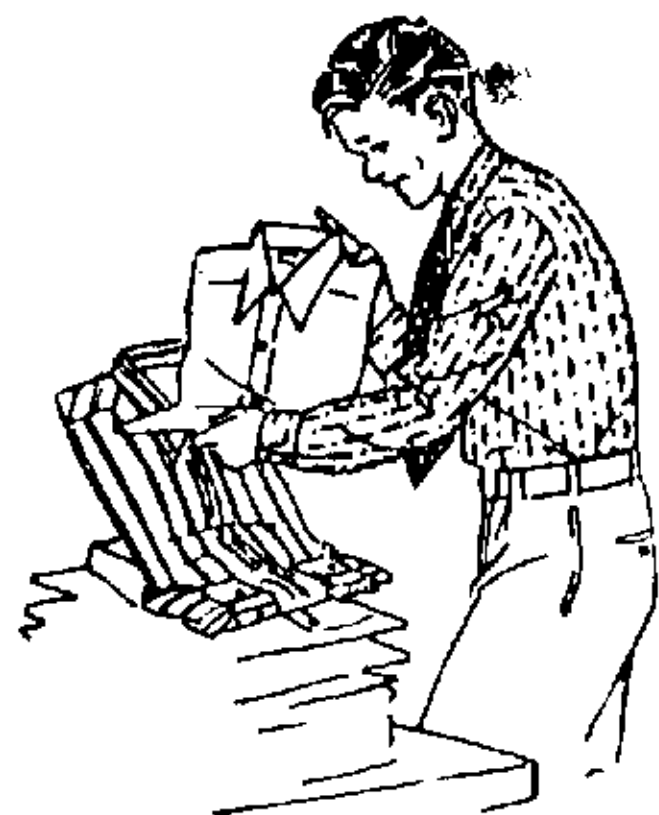
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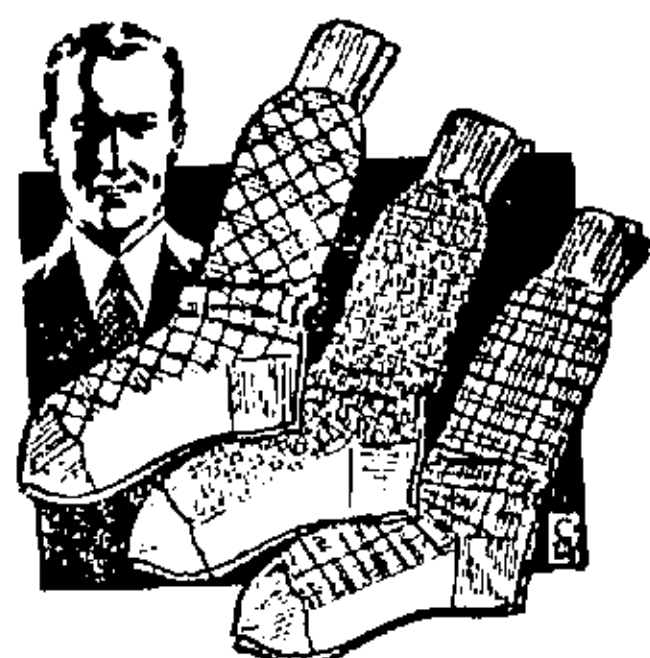
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Fourth Pacific Science Congress

(Continued from Page 2.)

The multiplicity of wild forms of *Saccharum* in New Guinea which has been used as a proof that this was its place of origin might also be used as an indication of the



Prof. W. A. Setchell, Department of Botany, University of California, U.S.A.

reverse. Occasionally species which remain stable at the centre of origin tend to diverge into a number of species and sub-species when introduced into a new habitat.

Prof. Jeswiet seems also to think that tobacco had a long-established home in New Guinea, and that there at all events it was not the recent gift of Raleigh and the New World.

The cannibal peoples whom he met impressed Prof. Jeswiet very

The Pacific is the home of problems dealing with the oceans, ocean depths, coral islands, insular floras and faunas, and the resultant problems of distribution, animal and plant reserves, and quarantine.

Illustrious representatives of many of these phases of scientific research were among the attractive figures at the meetings. Prof. Vaughan, the Chairman of the Committee on oceanography, and a great authority on coral reefs had some interesting duels with his fellow-countryman Prof. Setchell, one of the greatest authorities on the seaweeds.

These duels were of the mental and verbal kind where avoirdupois did not count. Prof. Setchell, unless I misunderstood him, was all for the coral reef as a biological unit with the sea weed Litho-



Dr. Kuwana, Entomologist, Bureau of Agriculture, Tokyo, Japan.

thamnium as its dynamic point of origin: in fact, if this Lithothamnium ridge did not appear and fulfil its function the coral island simply ceased to be a coral island and might be called something else. He was naturally at deadly enmity with the geologist who simply looked on the coral reef as so much mass of rock. All the vials of his wrath were thus poured out on the poor geologist who had dared to put his foot on sacred biological territory.

On Pacific plant problems was Prof. Miyoshi, the Emeritus professor of Botany in Tokyo University, who has written botanical works in English, German, and his native tongue. Also among the Japanese was Dr. Kuwana well-known as an entomologist and a great authority on the scale insects on which he has written many important monographs. He is Director of the Plant Quarantine Station of Japan. Years seem to sit on his shoulders lightly as

he scans the plants of Bultenzorg for some of his favourite insects.

And then you have Dr. Cooke of Hawaii, one of the greatest living authorities on the mollusca. It is said that he can tell you from which Island in the Pacific every small shell you bring him comes. He is, too, an expert breeder of Hibiscus plants. And notwithstanding all this erudition his unassuming modesty and natural reserve make him one of the most accessible of men.



Dr. C. M. Cooke, Malacologist, Bernice P. Bishop Museum, Honolulu, Hawaiian Islands.

Time and space fail me to give a list of the numerous others who helped to enliven the scenes and add their quota to the founts of knowledge and suggestion which flowed so freely at Bandoeng during the cheery days of May last. There was Dr. Van Es, the leader to Trinil who almost convinced us that we had got specimens of *Pithecanthropus erectus* No. 2. Prof. Mortensen of Copenhagen, one of the greatest living authori-



Dr. Van Es, of the Geological Survey of Java.

ties on the echinoderms and on his way to the British Association in South Africa, who talked fluently as many languages as there were plagues of Egypt.

Nor must we leave out the great groups from all the tribes of the Islands — Dyaks, Sundanese and Papuan — who left such an indelible impress on the Congress.

AN ARTIST'S IMPRESSION OF THE SCIENCE CONGRESS



Reproduced from "Java-Ho de" — "Algemeen Dagblad voor Nederlandsch-Indië," Zaterdag, 11 Mei 1929 — 7 Bladen — Dedicated to the Pacific Science Congress at Batavia. — Most respectfully and with best wishes for success.

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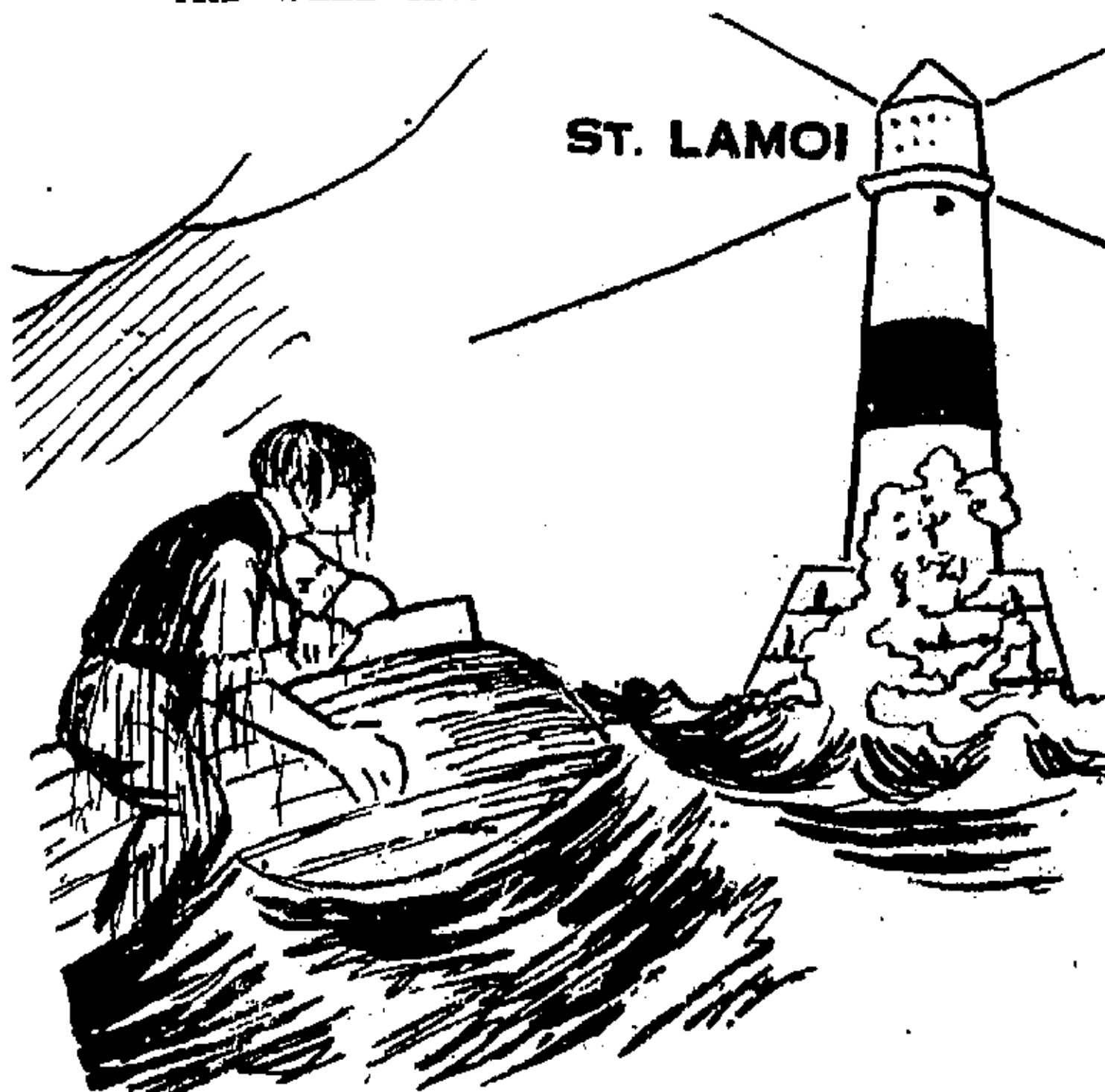
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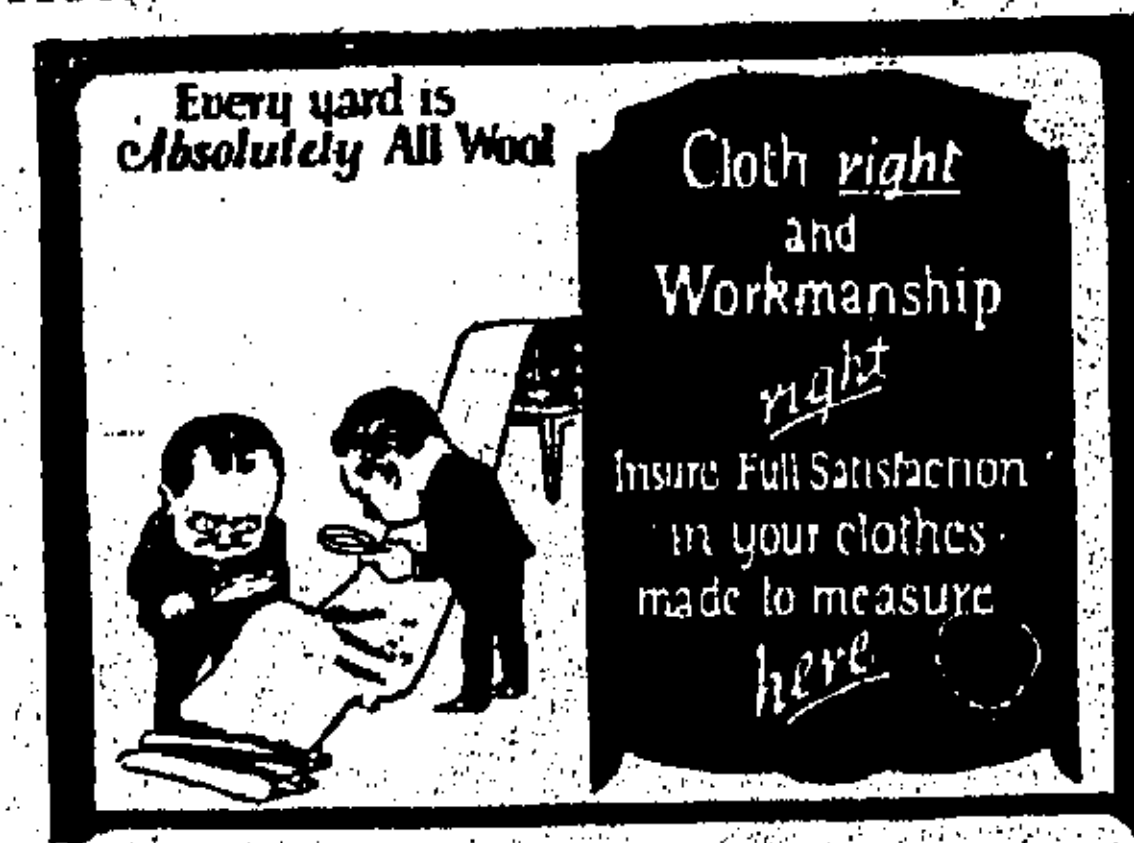
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AT THE

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LAWN BOWLS

Race In The First
Division

DOCK RIVALRY

C.C.C. Head Second
Division

By defeating the Taikoo R.C. yesterday, the Kowloon Dock R.C. drew on level terms, and, with the former, are joint leaders in Division I, of the Lawn Bowls league.

The Civil Service C.C. again got the better of the Craigenower C.C. but by a smaller margin this time. The Club de Recreo continue to win on their own ground, whilst the Police R.C. suffered their sixth reverse.

In Division II, the Craigenower C.C., by virtue of their victory over the Yacht Club, and also because of Civil Service's defeat at the hands of the Bowling Green, are at the top of the table.

The Electric R.C. scraped home by three shots at the expense of the Club de Recreo, whilst the Kowloon C.C. lost by the heaviest margin of the day (24 shots) to Taikoo.

Division I

TAIKOO R.C. v. K.D.R.C.

On their own ground, the Taikoo R.C. lost to the Kowloon Dock R.C. by 22 shots.

On the first rink the Kowloon rink scored on the first two heads, but were down 8-4 at the 6th head. Then Brown's men scored on six heads in succession (including two 4's and one 3), bringing the score in their favour to 19-8. Thereafter Ferguson scored on five heads and the Kowloon Dock on four, the locals losing by nine shots.

Except for 2's on the third and eighth heads Wetherpoon's total comprised all units. Up to the 10th head only a couple of shots separated the teams, but a couple of 3's later for Gray sealed the fate of the locals, who went down by seven shots.

On the third rink Punchedrew first blood with a 2, and then Drummond got a couple of 3's. Each side scored a 2, and then Punchedrew scored on five heads in succession (a 3 and four units). At the 14th head Punchedrew led by only three shots, but three 2's and a unit were met by a couple of units and a 2 for Drummond, who lost by six shots.

Taikoo R.C. C. S. Atkinson
A. Stalker W. Greig
J. Laing W. Hedley
J. Ferguson J. C. Brown
(Skip) 17 (Skip) 26
J. McLeod J. V. Ramsay
J. B. Chapman E. Docherty
J. Morrison J. A. Lindsay
W. Wetherpoon S. Gray
(Skip) 12 (Skip) 19

Kowloon Dock
C. S. Atkinson
A. Stalker W. Greig
J. Laing W. Hedley
J. Ferguson J. C. Brown
(Skip) 17 (Skip) 26
J. McLeod J. V. Ramsay
J. B. Chapman E. Docherty
J. Morrison J. A. Lindsay
W. Wetherpoon S. Gray
(Skip) 12 (Skip) 19

CIVIL SERVICE v. C.C.C.

On their own ground, the Civil Service C.C. defeated the Craigenower C.C. by eight shots.

Up to the eighth head it was anybody's game, Omar leading by 5-4 and then going to pieces in the next five heads, losing 3, 4, 1, 2, and 5. At the 13th head he was down 19-6 and scored only a couple of 2's and a couple of units thereafter. He went down by 18 shots.

Low scoring (bar a 4 for Brawn) was the rule up to the 10th head, when Brawn led by 10-7. A 4 and two 3's for Brawn were countered by 4 for Brawn, the former then leading by 17-14. Brawn got one, and Brawn replied with 2, 1, 3, and 2. Brawn got a couple of units and lost by just a couple of shots.

Bradbury opened in fine style with 1, 5, and 2. Taylor got a couple of units, to which Bradbury replied with two 4's, leading 2-2. Taylor got a 1 and a 3; Bradbury a couple of units; a 2 and two 1's for Taylor brought the score to 18-10 in favour of the C.C.C., who thereafter scored a couple of ones and a 2 against four units and a 3 for Taylor, who lost by six shots.

Civil Service. Craigenower
S. Randle F. Coates
J. Deakin M. O'Brien
J. Hollidge W. T. Brightman
A. W. Grimitt U. M. Omar
(Skip) 27 (Skip) 11
F. E. Booker G. L. Buchanan
S. E. Alderman A. A. Razack
B. E. Maughan H. Beer
A. O. Brawn R. Basa
(Skip) 20 (Skip) 22
L. R. Whant F. J. Neves
F. H. Holdman M. A. R. Sousa
J. J. Gregory D. Rumjahn
R. T. Taylor B. W. Bradbury
(Skip) 18 (Skip) 22

POLICE R.C. v. K.B.G.C.

At Happy Valley, the Police R.C. lost to the Kowloon Bowling Green Club by ten shots.

West's rink opened feebly, losing a 4 and a 1, scoring 1, and losing 1, 2, and 2, being down after six heads by 10-1. They then scored one and Gray 3, but a 5 and a 1 lessened the margin for West. His side scored an only three heads later (1, 3, 3), whereas Gray had five 1's and three 2's, winning by nine shots.

A ding dong struggle was witnessed between Moss and Russell, a couple of threes for the former making a 4 of difference as the side tied several times before the last head when the scores were 15-15.

By scoring on the first four heads the K.B.G.C. on the third rink made victory sure. The visitors led by 11-3 at the 8th head, but then Mair scored 5, 2, and 2. A 1 and a 3 for the

K.B.G.C. was followed by another 5 for the Police.

Exchanges were even thereafter, Mair losing by only one shot.

Police R.C. Bowling Green
E. G. Post S. Eccleshall
R. Marks Campbell
J. McLeod Muir
J. C. West L. Guy
(Skip) 15 (Skip) 24
W. Glendinning R. Duncan
J. Fender E. W. L. Hogbin
W. E. Hollands P. T. Farrell
G. C. Moss W. Russell
(Skip) 15 (Skip) 15
J. Field W. E. Hale
Henderson H. H. Rose
G. Hargraves R. Hall
W. Mair H. Nish
(Skip) 21 (Skip) 22

RECREIO v. K.C.C.

On their own ground, the Club de Recreo defeated the Kowloon C.C. by nine shots.

On the first rink matters were even up to the 10th head and then Ribeiro scored 2, 3, 1, 2, and 2, giving him a lead of 21-10. Silkestone could only respond with a trio of singles against a couple of 2's and a 1 for Ribeiro, who won by 15 shots.

Luz led Fraser by 9-2 at the seventh head and by 10-4 at the 10th head. A couple of 2's and a 3 gave Fraser the lead by 11-10, but then Luz got 6. Fraser could do no more than get a couple of singles (and a 2 thereafter, against 2, 1, 4, 4 for Luz, who won by 11 shots).

After scoring on the first two heads Yvanovich got only 1, 3, 3, and 1, whereas his opponents monopolised the play on all the other heads, their score including a 4 and a couple of 2's, giving them a win by 17 shots.

Club de Recreo Kowloon C.C.
C. Vas F. B. Smith
C. A. Lopes J. Howe
C. Marques A. Hyde-Lay
A. Ribeiro A. E. Silkestone
(Skip) 28 (Skip) 13
F. X. Silva Capt. Dunbar
L. C. R. Sousa A. C. Burford
C. G. Silva L. E. Lammert
R. F. Luz J. Fraser
(Skip) 26 (Skip) 16
H. A. Alves H. Gittins
P. X. Silva B. Petheram
C. M. S. Alves H. Overly
P. A. Yvanovich J. Gibson
(Skip) 11 (Skip) 28

Division II

K.B.G.C. v. CIVIL SERVICE

On their own ground, the Kowloon Bowling Green Club defeated the Civil Service C.C. by two shots.

Massey scored on the first five heads and led by 11-0. His lead was reduced to 15-12 at the 16th head, but a 3 helped him, only for him to lose 5 on the 18th head. However, he scored on the last three heads and won by seven shots.

Play between Roylance and Haynes was fairly even up to the 10th head, but at the 14th Haynes led 19-9.

After that he scored only a 2, his opponents getting four singles, a 3, and a 4 and losing by just one shot.

Owing to the unavoidable absence of "President" Warren, D. Gow deputised for him and brought off a win by 10 shots. At the 10th head he led by 22-8, but a couple of 2's and a 3 helped Archibald.

Bowling Green Civil Service
F. L. Rapley H. L. Lockhart
T. A. West R. R. Wood
W. E. Bell L. E. Luck
J. Macninchlan J. Massey
(Skip) 17 (Skip) 24
H. F. Stoneham E. W. Simmonds
A. W. E. Davidson Holland
V. Petherick R. R. Davies
G. E. Roylance F. Haynes
(Skip) 20 (Skip) 21
G. E. F. Thomson W. J. Bickford
V. H. Chittenden Armstrong
W. S. Drake C. Sara
D. Gow J. R. Archibald
(Skip) 25 (Skip) 15

C.C.C. v. YACHT CLUB

At Happy Valley, the Craigenower C.C. defeated the Royal Hong Kong Yacht Club by 16 shots.

After the fifth head Rossett had an easy game and he led at the 13th head by 18-8 and at the 19th by 25-11. His margin at the end was nine.

Collins had likewise a field day, Macfarlane scoring on only seven heads (including one 4). At the 12th head Collins led by 12-9 but then monopolised all the heads bar two and won by 14 shots.

On the third rink the scores were 5-5 at the sixth head, and then Edwards scored in the next six heads, getting a lead of 13-5, although he scored only 2, 1, and 2 thereafter. Wiltshire had to be content with singles, losing the match by seven shots.

Craigenower Yacht Club
D. K. Kharas S. J. Jordain
W. Langenstrass F. W. Ellis
S. M. Flagg P. W. Ramsay
C. S. Rossett A. Chapman
(Skip) 25 (Skip) 16
E. Tuck F. Sutton
H. V. Poarse E. W. Carpenter
A. Abbas A. T. Hamilton
W. Collins W. Macfarlane
(Skip) 26 (Skip) 12
W. Field E. B. Reed
W. Gill A. J. L. Whyte
J. Cavanagh J. K. Shaw
J. Wiltshire G. R. Edwards
(Skip) 11 (Skip) 18

K.C.C. v. TAIKOO R.C.

On their own ground, the Kowloon C.C. lost to the Taikoo R.C. by 24 shots.

On the first rink Munro scored a quartette of 4's and a 5, the highest score for Hepburn being 3. Although the latter scored on 12 heads he was defeated by 10 shots.

After McKechnie had led by 7-0 on the first three heads and by 10-2 at the sixth head the scores were level (11-11) at the 12th head, whilst at the 18th head McKechnie led by 19-16. A single and couple of 4's gave him a win by 13 shots.

Walmesley had scored only a trio of singles up to the 11th head, Robinson leading by 16-3. Walmesley got 2, 1, 1 and Robinson 2 and 3. Walmesley scored 6 on the 15th head, followed by 1 and 2, gaining the lead by 16-15. Both sides got a 2 each, Walmesley thus winning by one shot.

Kowloon C.C. Taikoo R.C.
H. Lasham C. Cameron
T. W. Carr J. H. Stewart
F. E. Lawrence R. Keown
J. Hepburn D. Munro
(Skip) 19 (Skip) 29
O. B. Raven J. Sloan
W. Chib J. Weir
V. C. Labrum H. McKechnie
(Skip) 15 (Skip) 28
E. Shanks S. Hope
L. Jeeves J. Polson
W. Bruce D. Peoples
I. P. Robinson D. Walmesley
(Skip) 17 (Skip) 18

E.R.C. v. RECREIO

At North Point, the Electric R.C. defeated the Club de Recreo by three shots.

Webster scored on the first four heads; Ozorio on the next four; Webster on the next seven; Ozorio on the next three; and Webster on the last three—a rather curious distribution of play. At the 15th head Webster led by 19-4 and won eventually by 25-13. Webster's best score was 5.

Davies was behind most of the way but equalised the scores at the 17th head (14-14). Then Gutierrez got a 5 and a 4; Davies got 5; and Gutierrez finished up with a 3, thus winning by seven shots.

Play was even between Muskett and Basto up to the 15th head when the latter led by 14-12. Then Basto got a 5, Muskett 1; Basto 1; Muskett, 3; and Basto a couple of singles, by which margin he won the game.

Electric R.C. Recreo
J. T. Lunny A. Machado
C. E. Gahagan J. M. S. Rosario
H. F. Akehurst E. L. Barros
A. Webster J. E. Ozorio
(Skip) 25 (Skip) 13
L. de Rome Gomes
G. T. Padgett Baptista
L. Dencon Alves
L. J. Davies L. Gutierrez
(Skip) 10 (Skip) 20
J. R. Way A. Rosario
H. Hatch L. Remedios
A. P. Paul A. Barros
W. B. Muskett B. Basto
(Skip) 18 (Skip) 20

(Continued at foot of next column.)

FOOTBALL

Annual Meeting of
Association

NEW OFFICERS ELECTED

(By "Rover")

The annual meeting of the Football Association took place on Friday evening at the new Headquarters of the Association, and was largely attended by Clubs' representatives and the retiring members of the Council.

Mr. R. M. Dyer, President of the Association, was in the chair and the business of the evening started promptly.

Satisfactory Balances

These lighter points paved the way for real business and as the balance sheets were franked by a well-known professional firm, and showed eminently satisfactory balances in both cases, the meeting lightly skipped over these, and treated the next business on the agenda, "the taking over of the Hong Kong Amateur Football League" by the H.K.F.A., in the same spirit.

Item 5—"To consider alterations to Rules," provided the first real interest of the evening, and the Council's proposal to appoint professional Treasurers raised considerable discussion. The alteration to the existing method of control of finance by the Association was strenuously debated by Mr. F. T. James, and as equally sustained by Mr. Hall, the Chairman of the Council, and Mr. J. Ormiston. The alteration proposed was eventually carried unanimously, with the many other alterations to the rules before the meeting.

Rule 9 of the Football Association Challenge rule, regarding the sharing of gate money by the Clubs participating in the semi-finals, and finals, was, after a little adjustment, agreeably settled, the Council conceding to the Clubs for the first time a share in both these matches.

Gained By Losing

Mr. Smith rose to champion the referees whom he considered were inadequately paid for their services, but his proposal to alter the rule was slightly out of order, but as the meeting subsequently repeated their generous action of last year of trebling the referees' fees for the current season, Mr. Smith and his conferees gained by losing!

Appeal Board

Mr. Duncan was emphatic that the Appeals Board was superfluous. This view was shared by most of those present for the Council as eventually elected, is on such generous lines that any Board of this nature required can readily be accepted or dispensed with as the Council require when they commence to function.

The New Officers

The election of officers for the year was then proceeded with, and the following appointments were made:—

President, Mr. R. M. Dyer; Vice-Presidents, Hon. Dr. R. H. Kewell and Mr. P. P. J. Wodehouse, C.I.E.; Chairman of the Council, Mr. E. Hall; Hon. Secretary, Mr. W. E. Hollands; and the following council members, Messrs. G. T. May, H. K. Lee, R. K. Duncan, Ormiston, A. W. Eastman, F. Smith, J. Rodger, F. T. James and J. S. Shak.

Some Impressions

Impressions of the meeting were that it was easily the biggest of its kind in the Association's history; a real live interest was taken in it by practically the whole of the Clubs affiliated. Reforms, the effect of which may not be immediately apparent, were introduced; there was real competition for seats on the Council, a very healthy sign indeed, and an inspection of the election Council will reveal that practically all interests of the Clubs should be well served, observing that Commander Biron, R.N., and Lieut. George (Army) are also "ex-officio" members of the Council representing the respective Service's sporting interests.

The extensive business of the evening was with commendable despatch, conducted yet there was nothing rushed, and in two hours the football management for another 12 months was arranged for, very satisfactorily. Not a little credit, however, for a very successful annual general meeting, must be given to the retiring officials and Council who prepared a programme which offered very little criticism. The new Council starts the season 1929-30 under very favourable auspices, indeed.

LEAGUE TABLES

Division I.

	P.	W.	D.	L.	Pts.
Kowloon D.R.C.	6	4	2	8	28
Taikoo R.C.	6	4	0	2	8
Craigenower C.C.	6	3	0	3	6
Kowloon B.G.C.	5	8	0	2	6
Club de Recreo	5	3	0	2	6
Civil Service C.C.	6	3	0	3	6
Police R.C.	6	0	0	6	0
Kowloon C.C.	6	2	0	3	6

Shots For and Against

	For	Agst.	Up
Kowloon D.R.C.	387	305	82
Taikoo R.C.	390	388	22
Kowloon B.G.C.	298	290	0
Club de Recreo ...	295	299	0
Craigengower C.C. ...	370	380	10
Kowloon C.C.	321	364	0
Civil Service C.C. ...	335	368	0
Police R.C.	417	350	0

Division II.

	P.	W.	D.	L.	Pts.
Craigenower C.C.	6	5	0	1	10
Civil Service C.C.	7	5	0	2	10
Electric R.C.	6	4	0	2	8
Kowloon B.G.C.	7	4	0	3	6
Taikoo R.C.	6	3	0	3	6
Yacht Club	6	3	0	3	6
Club de Recreo	7	1	0	6	2
Kowloon C.C.	6	0	0	6	0

Shots For and Against

	For	Agst.	Up Dn.
Craigenower C.C.	370	369	61
Civil Service C.C.	425	377	48
Yacht Club	346	323	18
Kowloon B.G.C.	405	383	40
Taikoo R.C.	328	272	56
Electric R.C.	355	302	0
Club de Recreo	378	448	0
Kowloon C.C.	280	441	0



LADIES' ATHLETICS AT FINSBURY PARK, LONDON.—Remarkably good performances were put up by both old and new members at the meeting of the Middlesex Ladies' Athletic Club, when many well-known athletes competed. Vigour and strength well displayed by Miss E. Letts in winning the Putting the Shot.—(Sport and General.)

TENNIS LEAGUE

Exciting Play In "A" Division

INDIANS' THIRD DEFEAT

Mitsui Bussan Kaisha Nearly Surprise H.K.C.C.

There was some exciting play in two of the three fixtures in the "A" Division of the Tennis League yesterday, in both of which cases the verdict was in doubt right up to the end.

As expected, the Hong Kong C.C. (leaders) rather easily accounted for the University.

The Indian R.C. team, who started their season full of hopes, lost their third successive match, and are now almost definitely out of the running for the championship.

In the "B" division, the Mitsui Bussan Kaisha nearly upset calculations when entertaining the H.K.C.C. Other results showed a marked disparity in the scores between winning and losing teams.

"A" Division

H.K.C.C. v. UNIVERSITY

On their own ground, the Hong Kong C.C. defeated the University by seven sets to two.

A feature of the match was a long duel between Sewell and Humphreys (H.K.C.C.) and Sousa and T. W. Chong, the set going to the visiting pair after sixteen games had been played.

Scores: G. W. Sewell and A. D. Humphreys (H.K.C.C.)

lost to G. de Sousa and T. W. Chong

17-19

beat Y. B. Ng and Y. F. Chew 6-3

beat D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

beat G. de Sousa and T. W. Chong 6-3

lost to D. J. N. Anderson and G. E. Yeoh 6-2

Scores:—

S. Fukushima and T. Erma (M.B.K.)

lost to O. E. C. Marton and C. E. Holmes 6-8

lost to Dr. J. H. Montgomery and R. K. Valentine 8-10

beat H. R. Remington and C. C. Stark 7-5

M. Kitajima and T. Fujimori (M.B.K.)

lost to O. E. C. Marton and C. E. Holmes 6-8

beat Dr. J. H. Montgomery and R. K. Valentine 6-3

beat H. R. Remington and C. C. Stark 6-2

G. Nakamura and K. Matsuo (M.B.K.)

lost to O. E. C. Marton and C. E. Holmes 6-8

lost to Dr. J. H. Montgomery and R. K. Valentine 1-6

lost to H. R. Remington and C. C. Stark 4-6

CHINESE R.C. v. Y.M.C.A.

At Causeway Bay, the Chinese Recreation Club overwhelmed the European Young Men's Christian Association, winning nine sets to nil.

Scores:—

Lau Fook-ki and H. L. Lau (C.R.C.)

beat T. J. Price and E. R. Price 6-1

beat H. Hampton and C. Pile 6-2

beat A. White and A. Rump 6-0

Lai Kwong-tsun and Lu Tak-chuek (C.R.C.)

beat T. J. Price and E. R. Price 6-2

beat H. Hampton and C. Pile 6-0

beat A. White and A. Rump 6-1

Cheng Chi-wing and Lau Man-ching (C.R.C.)

beat T. J. Price and E. R. Price 6-2

beat H. Hampton and C. Pile 7-5

beat A. White and A. Rump 6-1

K.C.C. v. UNIVERSITY

On their own ground, the Kowloon Cricket Club lost to the University by two sets to seven.

Scores:—

L. Jack and J. Smith (K.C.C.)

lost to Dr. D. Laing and Dr. D. K. Samy 3-6

beat P. P. Kho and Y. K. Ng 6-1

lost to T. K. Lien and F. Y. Khoo 4-6

P. M. Pinget and A. Lecot (K.C.C.)

lost to Dr. D. Laing and Dr. D. K. Samy 1-6

lost to P. P. Kho and Y. K. Ng 6-8

beat T. K. Lien and F. Y. Khoo 7-5

F. L. Zimmerman and G. Lee (K.C.C.)

lost to Dr. D. Laing and Dr. D. K. Samy 2-6

lost to P. P. Kho and Y. K. Ng 4-6

lost to T. K. Lien and F. Y. Khoo 4-6

RECREIO v. I.R.C.

At King's Park, the Club de Recreio defeated the Indian R.C. by six sets to three.

Scores:—

C. A. Ribeiro and A. V. Remedios (C. de R.)

lost to S. A. R. Bux and A. H. Madar 4-6

beat S. S. Hussain and D. Mohamed 6-3

beat A. K. Ismail and V. Soonderam 6-2

E. A. Noronha and H. A. Barros (C. de R.)

beat S. A. R. Bux and A. H. Madar 6-2

beat S. S. Hussain and D. Mohamed 6-4

beat A. K. Ismail and V. Soonderam 6-4

C. A. Ribeiro and J. Xavier (C. de R.)

lost to S. A. R. Bux and A. H. Madar 3-6

lost to S. S. Hussain and D. Mohamed 1-6

beat A. K. Ismail and V. Soonderam 7-5

"C" Division

H.K.C.C. v. CIVIL SERVICE

On their own ground, the Hong Kong C.C. defeated the Civil Service C.C. by six sets to three.

Scores:—

H. V. Parker and L. A. R. Duncan (H.K.C.C.)

lost to J. Bendall and Dr. D. J. Valentine 3-6

beat Pengelly and H. Westlake 6-2

lost to J. Barrow and McDougall 3-6

C. Blaker and C. H. G. Bradley (H.K.C.C.)

beat J. Bendall and Dr. D. J. Valentine 6-3

beat Pengelly and H. Westlake 6-4

beat J. Barrow and McDougall 6-3

C.C.C. v. INDIAN R.C.

At Happy Valley, the Craigengower C.C. lost to the Indian R.C. by seven sets to two.

Scores:—

D. Clow and E. Hamson (C.C.C.)

lost to M. O. Hoosen and M. P. Mader 5-7

beat A. G. Mohamed and J. S. Ackler 8-9

lost to A. R. Minu and M. Hassan 3-6

D. M. A. Razack and G. Kelly (C.C.C.)

lost to M. O. Hoosen and M. P. Mader 4-6

lost to A. G. Mohamed and J. S. Ackler 1-6

beat A. R. Minu and M. Hassan 2-6

T. Hamot and V. Sousa (C.C.C.)

lost to M. O. Hoosen and M. P. Mader 8-9

lost to A. G. Mohamed and J. S. Ackler 1-6

lost to A. R. Minu and M. Hassan 4-6

R.E. & R.S. v. R.A.O.C.

At Sookumpoo, the Royal Engineers and Royal Corps of Signals lost to the Royal Army Ordnance Corps by three sets to six.

Scores:—

Lt. Macdonald and Q.M.S. Guinan (R.E. & R.S.)

lost to Maj. White and Capt. Weir 2-6

lost to S/Sgt. Greenaway and S/Sgt. Hardy 1-6

lost to Q.M.S. Richardson and Cpl. Morgan 2-6

Lt. Morgan and L/Cpl. Penny (R.E. & R.S.)

beat Maj. White and Capt. Weir 7-5

lost to S/Sgt. Greenaway and S/Sgt. Hardy 1-6

beat Q.M.S. Richardson and Cpl. Morgan 6-2

Spr. Sabin and Sgn. Attwood (R.E. & R.S.)

lost to Maj. White and Capt. Weir 2-6

lost to S/Sgt. Greenaway and S/Sgt. Hardy 2-6

beat Q.M.S. Richardson and Cpl. Morgan 6-1

AT WIMBLEDON

Latest Fourth Round Results

BETTY'S CONQUEROR OUT

London, Yesterday.

To-day was a gala sport day and the very sunny weather was appropriate. The star attractions were the Test Match at Lord's (reported elsewhere in this issue) and the sixth day's play in the British lawn tennis championships at Wimbledon. At Wimbledon, there was a "capacity gallery" to watch the programme set to decide the remaining matches in the fourth round of the men's singles and the women's singles and thereby complete the last eight players in each of these competitions.

Fourth Round Results

Miss E. A. Goldsack (Britain, the former British hard courts cham-



GIRL STAR FROM INDIA.—Miss Jennie Sandison, who at 19 holds the lawn tennis championship of India. She was beaten at Wimbledon this week.—(Sport and General).

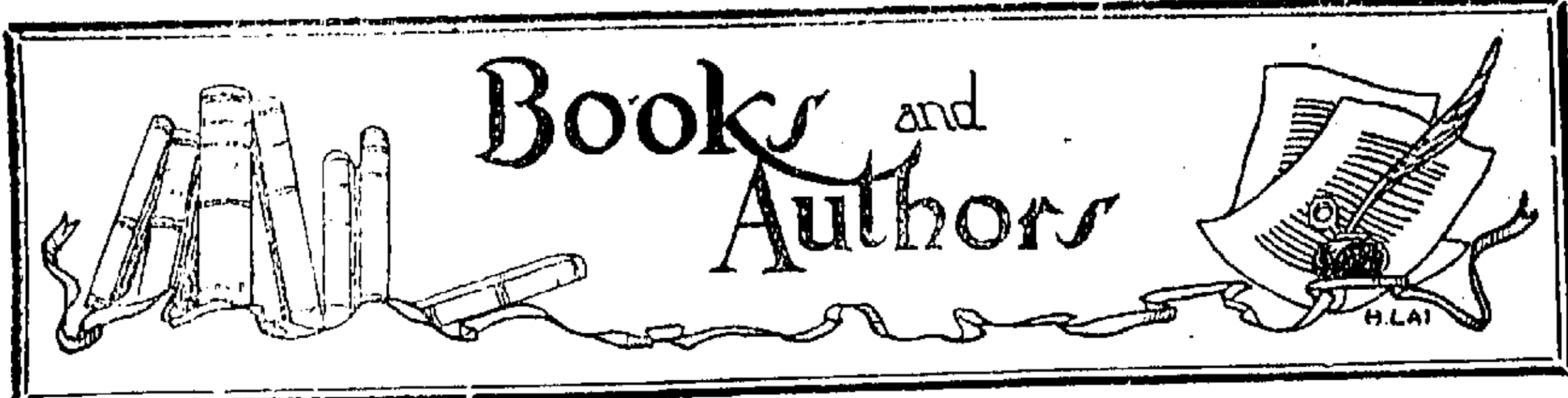
LEAGUE TABLES

The positions in the League, brought up to date, are appended:—

"A" Division

	P.	W.	L.	Pts.
Hong Kong C.C.	5	0	0	10
Kowloon C.C.	5	0	0	10
Chinese R.C.	5	1	0	11
M.B.K.	5	2	0	12
Indian R.C.	4	1	1	9
South China A.A.	5	1	4	11
Craigengower C.C.	4	1	3	9
Club de Recreio	3	0	3	6
University	4	0	4	8

"B" Division



MR. R. MACDONALD

What The Prime Minister Reads

The library of Mr. Ramsay MacDonald is an extremely interesting one, for it forms part of the Labour Leader's life story. There are books in it that represent every period in Mr. MacDonald's career from the time when he was earning 12s. 6d. a week as a junior clerk in a London warehouse to the period when he became the first Minister of the Crown.

A history of Windsor Castle marks this last period. This is the only full and complete history of the Castle in existence. It was compiled by order of the King, and only a limited number of copies were printed. It is very beautifully bound and printed and well illustrated. On the fly leaf the King wrote: "To Mr. Ramsay MacDonald, on the occasion of his first visit to Windsor Castle as Prime Minister."

A Present From the Queen

Later, when the then Prime Minister visited Balmoral, he was presented with a history of Balmoral Castle by Queen Mary, compiled and printed also by His Majesty's command.

Practically every volume in his collection of books was purchased by Mr. MacDonald with the view that he might gain knowledge. There are all kinds of history books, books on political economy, lives of famous men, books on philosophy, to be seen in Mr. MacDonald's library in his quiet, old-world home at Hampstead.

Silently these books tell the story of how their owner through years of poverty laboured to acquire knowledge from them, deriving himself even food to acquire it, for often the then struggling clerk would go

without any dinner in order to save the money which he required for the purchase of some book he wished to possess.

To the library of such a man it is not surprising that books of the lighter kind are not to be found. When the writer asked him if he read any modern fiction in emphasis the shake of the head was his reply.

Some Rare Editions

But there is good fiction to be seen in Mr. MacDonald's collection of books. Dickens, Scott, George Eliot, the Brontës and a wonderful collection of Scottish tales of the seventeenth century, the last-

PLEASE DON'T WASTE WATER

mentioned was one of Mr. MacDonald's happy "finds." He does not, it may be explained, go in at all for collecting rare editions, but he has from time to time by a lucky chance come across some prizes of this kind, among these being a first edition set of the Rochester novels.

History, philosophy, and lives of famous men form the Labour Leader's favourite kind of reading, together with the writers of fiction mentioned above. Mr. MacDonald was almost by heart all that the late Lord Morley wrote.

There is one kind of literature the Labour Leader greatly reads, dramatic literature has never appealed to him, and this is not a matter of course, for, as he has said, "I am not a dramatist in the dramatic aspect, the writer did not see the works of any dramatist in Mr. MacDonald's library, not even any of Shakespeare's plays, though, of course, they may have been there. But, says John of London's Weekly, the works of Mr. Shaw were certainly absent.

IN THE LOWLANDS

Pen Pictures of Rural Life To-day

"Apollo in Exile." By himself. Edited by James Bryce. Bann. 7s. 6d.]

We have already met the author through "The Story of a Ploughboy" and "The Double Journey." "Apollo in Exile" is written in altogether lighter vein than his former works, and may not, perhaps, be read so widely, but it has its own particular charm and should appeal to many.

Mr. Bryce gives us, in this book, a picture—or rather a series of pictures—of rural life as it is to-day in the Lowlands of Scotland. They take a charming background to the mild adventures of the hero, a "would-be" poet, who reverses the usual process, and leaves the Metropolitans to work adventure and the who-would-to-exist, over the Scottish Lowlands.

The only son of a practical, wealthy business man, he refuses to follow in his father's footsteps, preferring to roam the Moors in rooms in Bloomsbury, living meanwhile on a comfortable allowance from home.

After a time an ultimatum is delivered, and our hero chooses to go his own way. Family supplies are cut off, and he is left to fend for himself. His happy vagabondage, and placed adventures while working on the soil, his simple amours, leading up to the return of the poet, provide two hundred and fifty pages of quiet enjoyment.

The charm of the book lies not so much in the subject as in the author's fresh and original treatment of it. He has an easy flowing style, and his English is straightforward. One cannot call the book "clever" in the accepted sense of the word. It is restful and refreshing, a book for the bedside, or any time when one requires mental relaxation rather than stimulation.

"YEAR OF WRATH"

A Missionary On China

Lady Hosie writes in the "Observer":—

Dr. Owen B. Chapman has written the book which our Parliamentarians-in-posse should buy at once and digest. By it knowledge will come quickly. It is also extremely interesting. "The Chinese Revolution, 1926-7," is its name and its theme. The author, an Australian missionary doctor of the neighbourhood of Hankow, has always had predilections for the Nationalists' cause. With conspicuous fairness he has given us what happened to the Nationalist movement during the "year of wrath." The first

laureling north of the army, the propaganda, what part Russia played, Eugene Chen's short but vivid efflorescence, the emancipation of women. Feng Yu-shiang and Yen Hsi-shan in their roles, the anti-religious virus; he has set it all down as it came, mostly without comment, in purely historical form. The race for Peking between the Left or Communist Wing from Hankow, and Chiang Kai-shek with his Nankingites, is positively thrilling. No, I will not remind you of the deprecation.

Dr. Chapman concludes that the Nationalist Government, minus the Communists, is the only political hope for China; and most of us agree. One arresting statement he makes:—

The news that is being passed along the whispering galleries of the East is this: that China accepted Russian help, adopted the doctrines of Communism, and even delivered herself for over a year to the control and direction of her Russian advisers of the Third International; that after a full and fair trial of this regime she found that Russia was seeking—not the good of China, but the World Revolution, and that China was being broken and ruined in the process; and that, finally, the Chinese patriots, to save their country, have themselves, without coercion from other nations, rejected Communism, and expelled the Russian agents.

I hope the doctor is right in this diagnosis.

"PEARL OF CHINA"

French Doctor In Szechwan

Writes Lady Hosie in the "Observer":—

In "Modern Chinese Civilisation" a French doctor takes us away from this historical atmosphere to that of daily life and thought. Dr. A. F. Legendre spent many years in China, mainly in Szechwan, that farthest-west province which my husband called "the pearl of China," and he speaks from much unique experience. His passion is science; and he therefore dissects China's civilisation, writing fearlessly. His book, which is also of much interest, will not please Young China, for whose instruction and admonition it is written. Sickened with the flattery which some Occidentals have served up to the East, pitying passionately the crushing needless labour of China's human beasts of burden; enraged with the senseless folly of the peasant who cuts down every tree and thus gives his land over a prey to alternate flood and drought, making bad things worse, Dr. Legendre has done true service to the people for whom he cares so deeply by tearing away the veil of illusion.

What he says of the habits of the poor, of insanitation, disregard of infection, of the shallow learning of over-weening students, is true. But he goes on to say that, as an anthropologist and measurer of heads, he is assured that biologically the Chinese are unfitted for republican ideals. I can only hope he has made a scientific miscalculation: for I cannot help fancying they intend to keep to those ideals, biology or no. Russia, he points out, tells China that the way of progress is by munitions and lethal weapons, and China is tempted. Did she not lately invite Ludendorff to train armies for her? The author urges upon Western Europe, to whom it has been given to know the smelting of metals, the weaving of wool, agriculture on a large scale, and inductive science, the duty of helping China to all these. We should give her the chance to acquire the scientific mind. And he is right.

The English translator has not been altogether happy in her reading of Chinese names. Also the word "Chinaman" is anathema to the purist, who prefers the word "Chinese."

OUR LATEST SELECTION OF NEW BOOKS INCLUDE:—

THE OTHER DOOR by a gentleman with a Duster	\$1.65
SELF DEFENCE by H. Irving Hancock and Katsukama Higashi	\$6.85
A TREASURY OF ENGLISH APHORISMS by Logan Pearsall Smith	\$4.80
All 1/- Magazine sold at 60 cents.	

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"THE SALE THEY ALL
TALK ABOUT"

THINGS CANADIAN.

[Selected by Ralph A. Cooper]

The narrator of this conversation vouches that it was held between himself, a newcomer to Victoria, and a man, obviously an Englishman, who wished to interest him in owning a home. The conversation woundled, as conversations will, from one topic to another, till it turned from real estate to immigration.

Yes, I am an Englishman, and I'll tell you just how much I know about Canada, and why I say "put 'em on the land and leave 'em there!"

Twenty years ago, twenty-two years ago to be exact—my wife and I went home to England from South Africa. I had a bit of money, and one evening I said to the wife, "I can't stick it around here—I think I'll go to Canada."

"When are you going?" she says. "To-morrow, I told her."

"Oh," she says, "have you got the tickets?"

"I've got one," I says. "Where are you going?" she asks.

"To Winnipeg," I told her. "Winnipeg? Where's that?"

"It's like this," I told her. "I went into the C.P.R. office and I says, 'I want a ticket to Canada.'"

"A ticket to Canada—but where to?" says the clerk. "What part?"

"I dunno," I told him, "just gimme a ticket to Canada."

"But surely you know where you want to go—Do you want to go to Montreal—Toronto?"

"Look here mister," I says, "I don't care what part I go to, so long as it's away from the coast."

"Oh," says the clerk, "that makes it simple enough. You want to go to Winnipeg."

"Fine," says I. "Winnipeg it is."

The wife and I looked the ticket over—pretty queer it looked too; and that was all we knew about Winnipeg. You see, I figured I'd better go out first and see what sort of place Canada was; whether it was fit to take the wife out.

I'll say I was surprised. The first day I was in Winnipeg I got a job with a real estate man, a builder. I was one of the easy ones I guess. At the end of six weeks I says to the boss, "How often do you pay her?"

"Every Saturday night," he says.

"Well," I told him, "five Saturday nights have gone, and this is another one—what about my pay?"

"Oh, I've taken good care of that," the boss answered, "I've invested it for you in good real estate."

Early the following Monday morning I walked into another place and found the boss.

"Need any more help?" I asked. He looked me over with his head on one side. "You an Englishman?"

"Yes."

"Humph! Nothing doing."

"Why not?" I asks.

"Don't want an Englishman. Wouldn't have one on the place."

"You wouldn't eh? Why not?"

"No good."

"Oh!" I says, "I'll get a job just the same."

He was still looking at me. "What do you pay?" I asks.

"Fifty cents an hour. What do you want?"

"Fifty cents an hour."

"I'll give you a job for a week at forty cents."

"Till you what I'll do," I says. "I'll work a month and at the end of the month you pay me what you think I'm worth."

"That's fair," he says, "I'll hire you."

You see, this business of "No Englishman need apply," was a new one to me. I wrote to the wife that night to tell her she could come if she wanted to, and next day got a letter from her. She was already on the ocean.

At the end of the month the boss came to me, and said, "You'll do. I'll tell you right now, you're the first Englishman I've met who does know anything and who knows enough to keep his mouth shut."

He sent me out on a job that day, out at Port Rouge. "Stay with it," the boss says. "I've had enough trouble with that house for half-a-dozen and I want you to stay on the job and get it done."

That house was being built for an Englishman. I knew his kind and I knew what he wanted. Twice the boss came out to see me; each time he was madder'n the last.

"Don't you know how to finish this place?" he says. "Goin' to be out here all summer? I'm losin' money on the job."

However, in spite of all the clunges I'd had to make I got it done at last, and the owner was satisfied—said it was the first place of work he'd had done right in Canada. But, when I went back to the shops, the boss thought differently—felt he'd had to pay several weeks' wages when the men should have been on another job.

"Take your pay at the end of the week," he says to me, "and get another job."

On the Monday morning I says to

the wife, "I'm off to look for another job."

"What's the matter with the one you've got?" she asks me.

"I haven't got one," I says. "I'm fired. And look here, if the boss comes around to the house, just you tell him I'm busy, will you?"

"All right, I'll tell him," she says.

The boss came after me twice, but I was out; the third time he came at seven o'clock in the evening. "What's happened to you?"

"Why haven't you been down to work? Haven't seen you for three days."

"You fired me," I says. "I've got another job."

"Look here," he tells me, "that fellow paid for that blooming house, cash down, and says he's got the best work in it that he's had since he came to Canada. You be at the shops to-morrow morning. Your week's wages will be coming to you Saturday night."

The boss's wife came up to see my wife the next day.

We liked Winnipeg and I did well, but after two or three years we went to west Regina, Calgary, Edmonton; but we liked Prince Albert best, and we'd be there to-day only for my wife's health. We came to Victoria on her account, and we don't like it half as well as the prairies. It's too slow.

Oh, yes, I started to tell you I was on the land, too, for a couple of years, and did well and liked it; but I got the job of building inspector at Prince Albert and had it for years. Don't think I fell into luck all the time. I had my ups and downs; but you see I made up my mind I was going to live in Canada and live as the Canadians do, which I'll admit is the trouble with a great many Englishmen. They think everything is wrong because it is not done the same as we do at home, and won't learn the new ways. A lot of them too would like to have us believe they were born with silver spoons in their mouths. But, my word, Canadians ain't dumb, and the English can't fool their own countrymen! I've noticed a lot of that since I came to Canada—particularly in Victoria. Enough to make any town slow, those people.

Oh, yes, I had my ups and downs. I remember once I had a bit of hard luck when the only job I could get was digging a ditch; but I dug that ditch, you bet, and learned how before I'd done. I had the wife come out and take some maps of me in that ditch and I sent them home to my sister. Guess I must have put it on a bit blake—just for the fun of it—and she still thinks Canada is a terrible place to live in.

And say, talking about the folks at home, just to show you how much they have to learn! After we'd been out here for some years,

the wife and I went home to see the folks. When we sat down to dinner my sister says to me, "What will you have to drink?"

"Anything at all," I told her. "Whatever you have handy. Tea or coffee suits me."

"Tea! Coffee!" she says. "Won't you have some beer?"

"No thanks," I said. "Milk will be all right if you have it."

"Milk! Milk with your meals! What's the matter? Are you sick? On a diet?"

You see, we'd got out of the habit of drinking beer—never thought of it in Canada—but the folks at home couldn't understand that. Over there, you understand, you can take a quart jug to the pub and get it full for a penny—they never measure it. Everyone drinks beer. It's good beer, too.

"I'm all right," I told my sister. "I'm not sick, but we don't drink beer now. We drink tea, coffee, or milk, and I don't care for beer."

"Well," says my brother, "if Canada does that to a fellow, I'll never go out there. Milk! Like a baby! Well, I never!"

And that's why I says, put 'em on the land and let 'em sink or swim. Those that have anything in 'em will swim all right. If I'd been spoon-fed when I came to Canada, what sort of citizen would I be to-day? Why, after what I've learned since I came to Canada, I wouldn't go back to England to live, for all the gold in the Bank of England. And the only way for an Englishman, or any new Canadian, to learn how to live in Canada is to get right into the ditch, as it were, and dig.

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Round The Town

Quite enraptured
"Talkies" was I when I pick-
Coming ed up my copy of

the "China Mail" on
Monday night and found that
there is a prospect of "Talkies"
films coming to the Colony before
many months have passed. That,
of course, spells enterprise on the
part of the Queen's Theatre and
the Majestic Theatre, for else-
where most assuredly the
"talkies" have come to stay.
Next day, I confess I got a bit of
a jar when I read a par. in a
copy of the "Daily Press" (lying
on the Ferry bookstall waiting for
a buyer) to the effect that the
Hong Kong Amusements were
"astonished" to read the news in
the "China Mail" ("from the
brain of a clairvoyant") and that
the "D.P." representative was
told "by the manager, of the
theatre" that "no purchase of
telephone or other talkie installa-
tion had been made or was being
considered at present." Well, I
for one did not think that the
good old "China Mail" had let me
down. And so I read on this cur-
rent addition to the "D.P.'s"
poor effort at contradiction:
"We shall have an installation
some time I suppose," he—the
manager—said, and added that it
would not be, as far as he knew,
before the beginning of next
year at the earliest.—Ha, ha! so
they are coming practically in the
same time as was said in the
"China Mail." Even so, the
"China Mail" never said that the
manager of the Queen's Theatre
spoke at all—it was the genial
Secretary of the Hong Kong
Amusements, Limited. And it
was not the general Secretary of
the Hong Kong Amusements,
Limited, who told the representa-
tive of the "Daily Press" that no
purchase had been made or was
being considered. So, after all
first thoughts are best and I'll
stick to the "China Mail" clair-
voyant rather than the white lie
in the "Daily Press."

Two of the
recent Flag
Governor's
Brother-in-Law
motions in
the Royal
Navy have significance for Hong
Kong and China, writes a corres-
pondent. Captain John Walsh
Carrington, D.S.O., A.D.C., who
became Rear-Admiral last month,
is brother-in-law of H.E. the Gov-
ernor (Sir Cecil Clementi,
K.C.M.G.), both having married
daughters of Admiral C. J. Eyres,
D.S.O. Sir Cecil was a Cadet in
the Hong Kong Civil Service in

1912, the year before he was pro-
moted to British Guiana as
Colonial Secretary. In Hong
Kong he was Assistant Colonial
Secretary. However, he married
in 1912 Miss Marie Penelope Rose
Eyres, whose father was
then Commodore-in-Charge, Hong
Kong. Rear-Admiral Carrington
married the second daughter,
Lady Clementi's sister, in 1918.
He is the eldest son of the late
Sir John Worrall Carrington, who
was Chief Justice of Hong Kong
from 1896 to 1902. Writing from
memory, our correspondent adds,
he thinks that Captain Carrington,
as he then was, served on the
China Station after the War, in
command of one of the cruisers.
Extracts from his career are ap-
pended.

He was Navigating Officer of
H.M.S. "Inflexible" at the Falk-
lands action, and at the Dardan-
elles. At the Battle of Jutland,
when he conned H.M.S. "King
George V." throughout the action,
his services on that occasion were
rewarded with the D.S.O. Vice-
Admiral Sir Martyn Jerram de-
scribed him as "an officer of great
ability." Rear-Admiral Carrington
served at the Admiralty during
1917-19, taking command of the
cruiser "Carlisle" in the latter
year. He was afterwards Captain
of the Dockyard and King's Har-
bour Master, Devonport. He
commanded the Navigation
School, Portsmouth, from 1924 to
1927, when he assumed command
of the battleship "Valiant."

Former Acting
C-in-C., China

The other pro-
motion was a
s a s
of Rear-
Admiral John
E. Cameron,
C.B., M.V.O., to Vice-Admiral.
He is now on the retired list.
Since June of last year he has
been Commanding Officer, Coast
of Scotland. In 1925 he came out
as Rear-Admiral and Senior
Naval Officer, Yangtze, serving
practically throughout the trou-
blous times in the most troublous
part of China. It is also recalled
that for a short period in the
spring of 1925 he acted as Com-
mander-in-Chief, China, pending
the arrival of Admiral Sir Edwyn
Alexander-Sinclair. In the late
war he commanded H.M.S. "Phae-
ton," when that ship assisted at
the destruction of Submarine L7,
off the Schleswig Coast, on May 4,
1916. He was commended for his
services at the Battle of Jutland.
In 1922 he became Senior Officer,
Reserve Fleet, Devonport, being
promoted to flag rank two years
later.

Finger-print, no
doubts, is an
unfailing means
of identification

of human beings, it being an un-
disputed fact that no two persons
the world over can have identical
prints. Although finger-prints
are classified by what is known
as the "square 32" system, by
which many thousands might
come under one general classifica-
tion, they are themselves divided
into sub-classifications in which
tracings become the means of dis-
tinct differentiation between the
various finger-prints. When
these are properly placed under
their classification letters accord-
ing to their "value," they
become unerring means of iden-
tification and are easily identified
by experts. This being so, it will
be seen that the usefulness of
finger-prints is not necessarily
confined to criminal records only,
and here is where finger-prints on
cheques comes in. If, besides
signing their names to cheques,
a person is also required to place his
finger-print on the cheque, for-
gers will go out of business as,
whilst they can copy their vic-
tims' signatures, it is impossible
for them to duplicate their finger-
prints. All that the Banks have
to do is to each employ a finger-
print expert and forged cheques
would be "spotted" almost as soon
as cheques are handed over the
counter. Finger-prints on che-
ques need not be general. They
could be dispensed with on small
cheques and required only on
those for very large amounts. If
finger-prints had been used on
large cheques at, say, the Hong
Kong Treasury, the Colony would
be richer now by over a quarter of
a million dollars which could have
been used for the construction of
a capacity reservoir which would
have saved us from the present
water famine!

Good Sign
of Rain

An up-country cor-
respondent sent
the following:—
"On June 22, it
being *hsia chih* (Summer solstice)
according to the old Chinese
(lunar) calendar, rain fell cop-
iously at intervals. Native farm-
ers, whose calculations are based
on what the eye can see and also
on superstition, rather than on
science, say that if it rains on
hsia chih rain will follow not less
than once every three days during
summer."

Well, it rained in Hong Kong
that day. So let's hope the farm-
ers are right.

SUNDAY SALLIES

For these extra gallons, many
talks.

When Winter comes will the
Springs be far behind?

We are certainly out of luck. If
it were only foggy on the Peak
Professor Roffey could have made us
some rain.

Look after the cupids — the
gallons will take care of themselves.

There's a snag in most things—
Even a Snagge on H.M.S. "Kent."

"J. Penn's" knowledge of Scots (in
the "Daily Press") seems to have
gone sadly agley when he doesn't
know what "Scotch Woodcock" is
Troy again!

A flat dweller who thought he
heard the sound of someone wast-
ing water hurried downstairs on his
tiptoes only to find two burly Scots
indulging in a chin-wag in the
Doric!

There should be no winter of
discontent on the Dental Board
when it has its Summers for the
next three years.

Mr. Bottomley has been appoint-
ed to look after the dangerous
buildings in the Colony—He'll prob-
ably be expected to examine them
all from the bottom upwards.

Airs sung in the Naval Dockyard:
"The Campbell is going but the
Venale is acoming."

One was responsible for draughts
in the Canton and the other
will be draughtsman in the En-
gineering Department.

"Twas only to be expected that an
amateur motorist would rush into
print and praise the revised bus
route system at the Star Ferry in
Kowloon.—No bus passenger would,
much less a pedestrian who takes
his life in his hand in walking to
or from the Ferry.

"Yen Really Going" says a Shang-
hai cable.—In spite of that Japan
will always have its own yen.

Just because two Chinese tempers
became fiery someone had to go and
break the fire alarm and summon
the Brigade!

Orates an embryo writer in the
"Daily Press": "Evening was
falling over the hills."—Must have
been on the spree!

J. O. McLaggan, of Kowloon Dock
R.C. has sent one of the K.B.G.'s
lawn bowls open championship
hopes into the Hog bin.

Great golf news in a contempo-
rary—"Water is scarce at Fanling."
—Who'd have thought it!

The hopes of shareholders in the
Hong Kong Iron Mining Co., Limit-
ed, have gone in the smelting pot.

Local modern version of line in
classical poem:
"Blood, blood he found on every
side,
But not a drop of water."

Judging by its Municipal worries
Shanghai seems to be living in the
garb-age.

The Hon. Mr. J. P. Braga seems
to be fighting the Kowloon Tong
war.

The spirit of international concord
is spreading—the Philharmonic So-
ciety are, to produce "The Geisha"
in December.

Who wouldn't be a motor tout
and get it from the Poor Box—
Touts, touts!

Passengers who expectorate on
the ferries should expect to be
thrown overboard.

With its usual initiative the
"Telegraph" has commenced to
prefix the number of streets by
"Mr."—Essence of pollens,
praps.

Local Scots are wishing that St.
Andrew's Day fell during the great
drought.

If St. David's Day only came along
in July instead of March the So-
ciety might spring a leak at least.

"Acute Tin Position" is the head-
ing in a Home paper—Here the
dollar position has a "cute way of
its own."

Fewer Scots than ever seem to
belong to the Liberal Party.

There should be more gambling
places and less gambling places in
the Colony.

It doesn't follow that because a
broker sells shares he's a Commu-
nist and will share all he's got.

What we never see in the
cinema:—A fellow who goes into
the "fight game" for the love of it,
and not for the money to pay his
mother's operation bill, or to save
the mortgage on the old homestead.

Newspaper heading: "Others'
Money."—Why gloat over it?

Overheard on the Ferry on the
last rainy day: Gie's a handlin'
o' yer umbrella."

We might be able to strike oil
with ten tankers a day bringing in
water.

The cutest profiteer is the man
on the ground floor of a block of
flats who sells water at 20 cents a
bucket and whose wife takes in
washing — at the expense of the
folk on the upper floors who can't
get any water.

"Observatory forecast" accord-
ing to the "Daily Press."
The service to the tanks along the
Praya, from Kennedy Town to Wan-
chai, is being well maintained and an
examination of the tanks yesterday
afternoon showed that all were full.
This Mr. Jeffries taken on a new
job?

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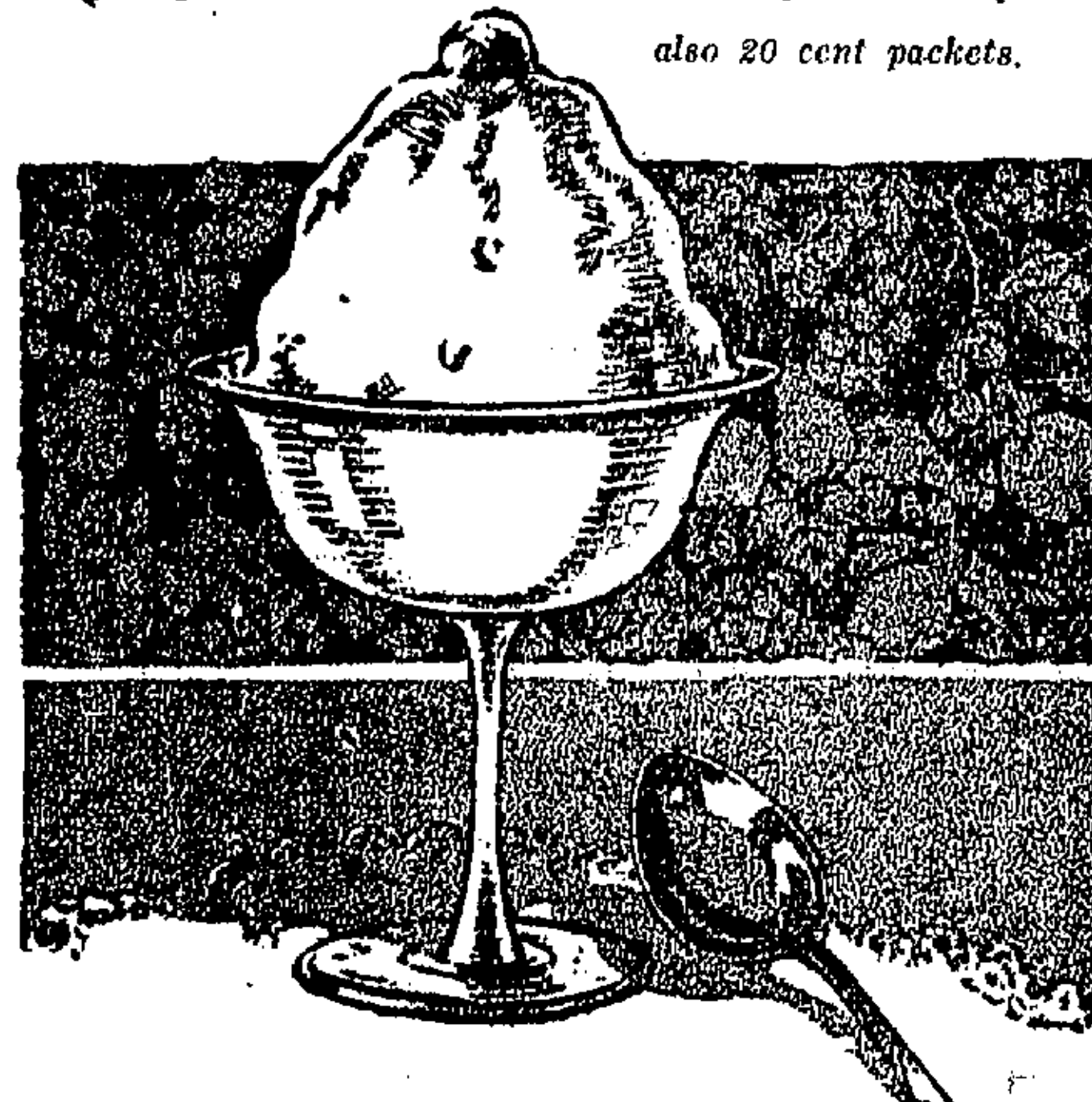
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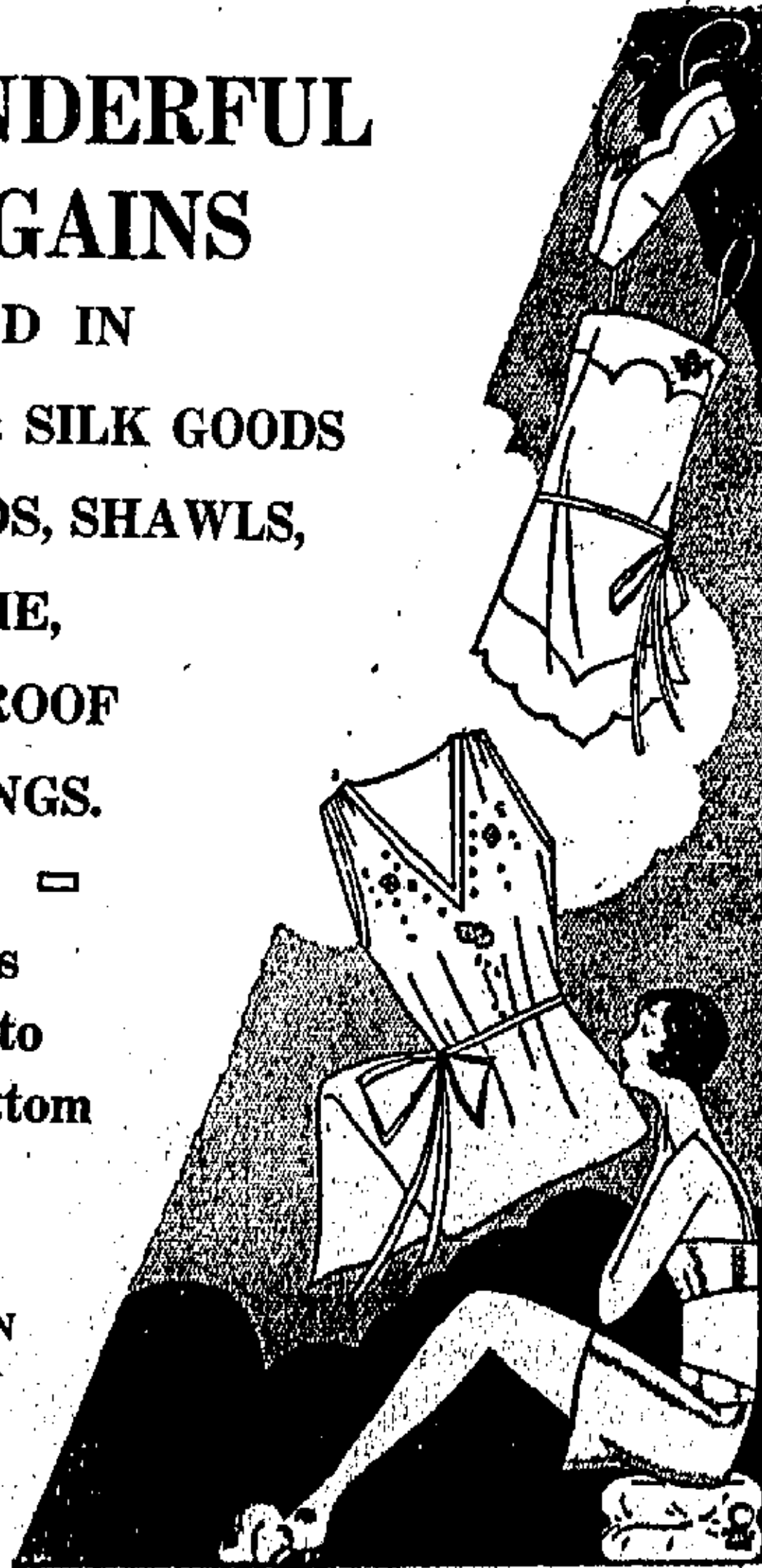
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HONG KONG, SUNDAY, JUNE 30, 1929.

The Moral Of Kowloon's Needs

AT the meeting of the Legislative Council on Thursday the member for Kowloon, the Hon. Mr. J. P. Braga, was not slow in seizing the opportunity of placing Kowloon on the rhetorical map as often as he possibly could. Lighting, roads, and bands were all dealt with, with the view to impressing on the Government just how great are the needs of Kowloon and how much greater they will be in the near future. That officialdom welcomed rather than resented Mr. Braga's moderate but fair criticisms is evident from the observation of His Excellency the Governor that his remarks are opportune as the Government is on the point of framing its Budget for next year and, therefore, it can consider in the Estimates what further provision it is desirable to make for the lighting of Kowloon and New Kowloon.

Both His Excellency the Governor and the Hon. Mr. Braga have, though unconsciously, done the movement in favour of a Municipal Council a real good turn. At the same moment His Excellency has given a quiet hint to concentrate on the financial needs of the community next year with a view to the insertion in the Budget of as many items as is reasonably possible.

The great length of time occupied at only one meeting of the Legislative Council by the requirements of Kowloon on only a trio of matters is in itself evidence that the development of the mainland is running away, so to speak, from the administrative grasp of the Government with its numerous Departments, sub-Departments and all the rest of the intricate machinery. If at times it is regretted that there appears a lack of cohesion and co-ordination, the wonderful growth of Kowloon and New Kowloon within very recent years must be borne in mind. Take the inevitable subject of water—which is not, of course, the main theme of this article. One can almost imagine the joyous ring in the voice of the Head of the Sanitary Board at last Tuesday's meeting when he proclaimed that "the Medical Officer was working in close conjunction with the Director of Medical and Sanitary Services and the Public Works Department was also working with Dr. Wellington." One would almost conclude that this was the first time in the whole history of the Sanitary Board that such co-ordination and co-operation had been secured in regard to a vital public problem, and that such a refreshing state of affairs was well worthy of shouting to the hill-tops as a distinct rarity in the Colony's administration.

Moreover, the glee with which the announcement was made by the President of the Sanitary Board rather implies, perhaps, that it is not always easy to obtain the cordial and whole-hearted cohesion of the various Departments and sub-Departments concerned in any special question. Here, again, the statement appears to show that the whole Government machinery is rapidly becoming encumbered by the vast growth of work and interests to be considered as part of the daily official routine. In that event, it may well be asked whether the time has not come to place the conduct of purely civic matters on the Island in the hands of a Municipal Council and make the same provision at the same time in regard to Kowloon. The Government would then be free and untrammelled to perform those functions inherent to it, merely keeping an official eye on the Municipal Council or Councils through the medium of a nominated Civil Servant as President and through the official sanction to the annual Municipal Budgets. The creation of a Municipal Council or Councils (for the Island and for the mainland, respectively) would by no means take out of the hands of the Government the immense responsibility entrusted to it under the Constitution. The former experience of both the Governor and the Colonial Secretary in Ceylon, where Municipal Councils are in existence, performing very useful work, ought to suffice to convince them that the civic spirit, so much to be encouraged in every community, has a healthier and more natural growth under a Municipal Council regime than under the more formal and stunted conditions appertaining to an Administration without the assistance of a Municipality. Every citizen must be given the opportunity to work for the common weal and the best channel for that is a Municipal Council. The principle of that should not be lost sight of in framing the Estimates for 1930.

HONG KONG FAIRY STORIES

The Government is offering one bottle of whisky in exchange for one bottle of water.

To-morrow is the one day in the year when the bankers do no work.

Tenders are invited by the Water Authority for the supply of one waterspout daily for three months.

Much disappointment has been expressed at the non-inclusion of the Mayor of Kowloon Tong in the latest list of appointments in the Labour Government.

The paper that offered the magnificent sum of \$1 for a water slogan is so pleased with the large number of brilliant attempts received that it has very generously decided to give two consolation prizes of two mugs and one mug of sparkling water, respectively.

Shanghai Gaming Houses

Recently the Shanghai papers have devoted much space to the raid of a gaming house which resulted in a number of Britons being charged at the British Police Court. The attitude of the Shanghai Municipal Police was hotly resented by at least one journal. It was, indeed, most anomalous, specially at this late day, that the Police should take upon themselves the duty of prohibiting Britons from participating in a game of chance. Gaming houses of all descriptions have been functioning in Shanghai, with and without Police knowledge, for many years, and in many cases the Police were helpless in putting a stop to them. About six years ago, the notorious Brazil Club came into existence, and gaming was openly carried on in the establishment much to the annoyance of the Municipal Police. It was a Club started by a Chinese syndicate, and a Brazilian subject was managing it. Protected by his passport, the Municipal Police dared not raid the place. British men and women were to be found there in

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numbers every night, and all the Police could do was to grin and bear it. Again there were a number of roulette wheels operated in the Chinese settlement where the patrons were mostly Britons. Furthermore, greyhound racing is being openly conducted in Shanghai up to the present time. That offers a wide field for gambling. Then there was also the case of the Haskell Race Club, where heavy gambling went on over a few wooden horses ran on wires. If the Shanghai Police intend to suppress gambling they must first of all get the Consular Bodies there to co-operate. Prosecution should also be directed against Italian, Spanish, and other foreign subjects as well, and not only against Britons and Chinese.

A Notice Ignored?

When the technical experts divined that people were using, without boiling, the water from nullahs, etc., with harmful effects, the taps giving access to such sources were cut off, but the official notification came two days late. True, those who took the risk were themselves to blame in that they ignored the warning of the Government that such water from the hillside, which had been previously running down the north face of Hong Kong Island to waste, must be boiled. It seems that profiteers were at fault. In other words, some who earned money by selling water at so much per tin or tub were doing so under false pretences, palming off the hillside water as street fountain water. That is not our point for, under any set of circumstances, there always will be such dishonesty. Our object is to point out to the powers that be that in places where the road had been dug up, for example at the junction of Wellington and Wyndham-streets, the opening was left as it was, even after the taps had been disconnected. Not a few, unaware of the new order, burrowed into the ground to reach the nullah and thereby draw water. On Thursday a few of these unfortunate souls were chased away, with some rough handling, by a European. Which we submit is unwarranted. If the hole is out of bounds, the onus is on the Public Works Department to prevent access to it, and thereby save the public from dangerous water and from being harassed without their knowing what supposed wrong they have done.

THE "HERALD" CALENDAR

July 1, 1893.—Two Swedish missionaries murdered at Sungpu.

July 1, 1912.—Attempted assassination of Sir Henry May on his return to Hong Kong as Governor.

July 2, 1840.—Amoy forts and many junks destroyed by H.M.S. "Blonde".

July 3, 1898.—Steamer "Don Juan" burned at sea, 145 persons perished.

July 3, 1925.—New Nationalist Government instituted in Canton.

July 4, 1840.—Telegraph cable laid between Hong Kong and Macao.

July 5, 1902.—Statue of H.R.H. the Duke of Connaught unveiled in Hong Kong.

July 5, 1928.—Kowloon-Canton train held up near Canton.

WHAT THING

I have read with interest the various letters dealing with the prayer for rain, and have been pleased to see that prayer has received its due consideration. I admire (says "Young Believer" in a Home Paper) the idea which "E. J." suggests, that of "doing things off one's own bat." It is a healthy one. May I entirely disagree with his very rash statement that "instances of answered prayers are purely coincidences." It makes one wonder if he has ever resorted to real prayer.

I do not think for my own one moment (writes Fault a lady) that Christ's words as quoted by F. G. Cross were meant—like so many of His sayings—to be taken literally. Personally, I should take them to mean "Let us use our will power, ability and the brains we are put into this world with to earn our daily bread." No, God or nature provides the opportunities, and we must do the rest—most decidedly it is up to us every time to do the rest—not think we can get things by prayer. Corn is provided for us to make bread—but if a person cannot afford to buy it, does it come to him by prayer? I think not. If so, why is it so many have to go without? Neither do prayers prevent us dy-

ing, or bring rain. When things go wrong we may be sure it is through some fault of our own. When they go right, it is simply because we have just happily fitted in with God's scheme of things.

PLEASE DON'T
WASTE WATER

Investigators among American office workers have declared that certain atmospheric conditions by which employees are surrounded can be so regulated and improved that the output of work is not only increased but improved, due to certain psychological factors subtly influenced by degrees of heat and dampness of the air. If this is so the quality of work emanating from a certain Clive-street office, says the "Statesman," Calcutta, must reach a very high standard, while the quantity should exceed the output of a staff of the same strength in any other office. The reason is that in this particular office there has just been installed a scientific system for controlling the atmosphere, its heat and its humidity. In other words the occupants make their own weather. This is the only office installation of its kind in Calcutta. There are no electric fans whose sole function on muggy days is merely to keep moving the already warm, stuffy air, and to scatter documents all over the desk; removed entirely are those influences that in other spheres cause perspiring brokers to collapse weakly into a chair, to meet with a testy reception from a magnate upon whose liver Calcutta's hot weather has had the traditional and irresistible effect. Everything in this haven in Clive Building is cool, calm and collected, and tempers are sweet, to the added happiness of the office peons; to say nothing of the wonderful cordiality that the fortunate occupants are able to extend to visitors.

Cooler Offices

Investigations among American office workers have declared that certain atmospheric conditions by which employees are surrounded can be so regulated and improved that the output of work is not only increased but improved, due to certain psychological factors subtly influenced by degrees of heat and dampness of the air. If this is so the quality of work emanating from a certain Clive-street office, says the "Statesman," Calcutta, must reach a very high standard, while the quantity should exceed the output of a staff of the same strength in any other office. The reason is that in this particular office there has just been installed a scientific system for controlling the atmosphere, its heat and its humidity. In other words the occupants make their own weather. This is the only office installation of its kind in Calcutta. There are no electric fans whose sole function on muggy days is merely to keep moving the already warm, stuffy air, and to scatter documents all over the desk; removed entirely are those influences that in other spheres cause perspiring brokers to collapse weakly into a chair, to meet with a testy reception from a magnate upon whose liver Calcutta's hot weather has had the traditional and irresistible effect. Everything in this haven in Clive Building is cool, calm and collected, and tempers are sweet, to the added happiness of the office peons; to say nothing of the wonderful cordiality that the fortunate occupants are able to extend to visitors.

"Yesterday," Manufactured writes a "Statesman" reporter.

"I went along a call upon Mr. C. T. G. Hooper, the expert on 'manufactured weather.' The lift in Clive Buildings being out of order I had to climb several flights of stairs, and I became very much heated in the process. I was conducted to an office of slightly unusual exterior appearance, the walls reaching from floor to ceiling without the customary spaces for air circulation, and in place of the swinging entrance was a close-fitting door. The latter opened while I was still mopping my brow, moist from the stair-climbing exercise and the heat. I was met by a delightfully cool draught, like a breeze from

from Darjeeling. I sat down to enjoy the luxury of 'manufactured weather' which was about seventeen degrees cooler than the temperature outside the office. During my stay all sorts of callers popped in and it transpired that this practice of 'popping in' is going on all day. Perspiring brokers love to enjoy a brief spell in this cool room and escape for a few moments the stifling outside heat.

"Inside, this room The does not differ Darjeeling from hundreds of Myth other offices except that there are no

electric fans. The air is what Mr. Hooper describes as 'scientifically conditioned.' It is invigorating. I felt a new man. I could actually feel my clumsiness leaving me. My body tingled. I looked round for some hard work to do. I wanted to do something, and I did not want to take off my coat. I felt that if this miracle could be worked in Writers' Buildings our Government would be hard put to it to find an excuse for its long annual holiday at Darjeeling.

"How is it all done? It is not Done? merely a question of decreasing the

temperature. The experts talk also about humidities and vapour pressures in their scientific relation with heat. But this may safely be left with the experts. The occupant of such an office is content to enjoy the new comfort without asking questions. Briefly, it is a matter of the circulating and cooling by water the air contained in the room. The only visible sign of the agent by which this is done is an apparatus, resembling the radiator of a motor car, high up near the ceiling, with a number of small pipes connecting with the Carrier pumping machinery outside the room. "I was reluctant to leave. An all too familiar puff of warm humidity struck me as I once again made my way to the furnace of Clive-street. I no longer looked round for hard work to do. But I did want to take off my coat." The Carrier system of weather manufacture is to be employed in cooling the new Empire Theatre in Calcutta. In the not very distant future it is possible that a number of important mercantile offices will follow the lead. It does not require an extravagant imagination to visualise the time in India and Hong Kong, too, when people will say to the newcomer "Oh, you wouldn't remember it. It was in the days when we had fans."

"Two two great 'Drunk As enemies of the le- A Lord' sured classes in the eighteenth century

were the dice and port wine. In the earlier decades it was rather the lower than the upper classes that were notorious for their enslavement by drink, and the horrible cartoon of Hogarth has made memorable for all time the ravages of gin. But if the substitution of spirits for beer was the undoing of the lower orders, similarly fatal to the peace of body of those higher in the social scale was the substitution of port wine for claret. Few were those whose constitutions could really stand three bottles a day with impunity. The man of fashion, plagued by the gout and unable to tear himself away from the tables at his club till the early hours of the morning, was apt to be middle-aged at thirty and old at forty. Habitual intemperance was the cause of the lung trouble that brought one Duke of Beaufort to the grave, and of the convulsions that cut off a Duke of Leeds. The third Earl of Lichfield, nearing his end, was described by Lady Mary Coke as "a red-faced old gentleman, shaking all over with the palsy, who had almost drunk away his senses, and seemed hardly to know what he was saying or doing." There were said to have been fatal results from a tremendous debauch at the Duke of Newcastle's in 1721, which lasted thirteen hours. The evil of hard-drinking tended to increase, as the phrase "drunk as a lord" current at the end of the century, is testimony. It was not only the purely idle and dissipated that were its victims. Bolingbroke and Chatterbox were both notorious for their hard drinking. . . . A vice that, of course, is quite unknown in Hong Kong!

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The Woman's Page

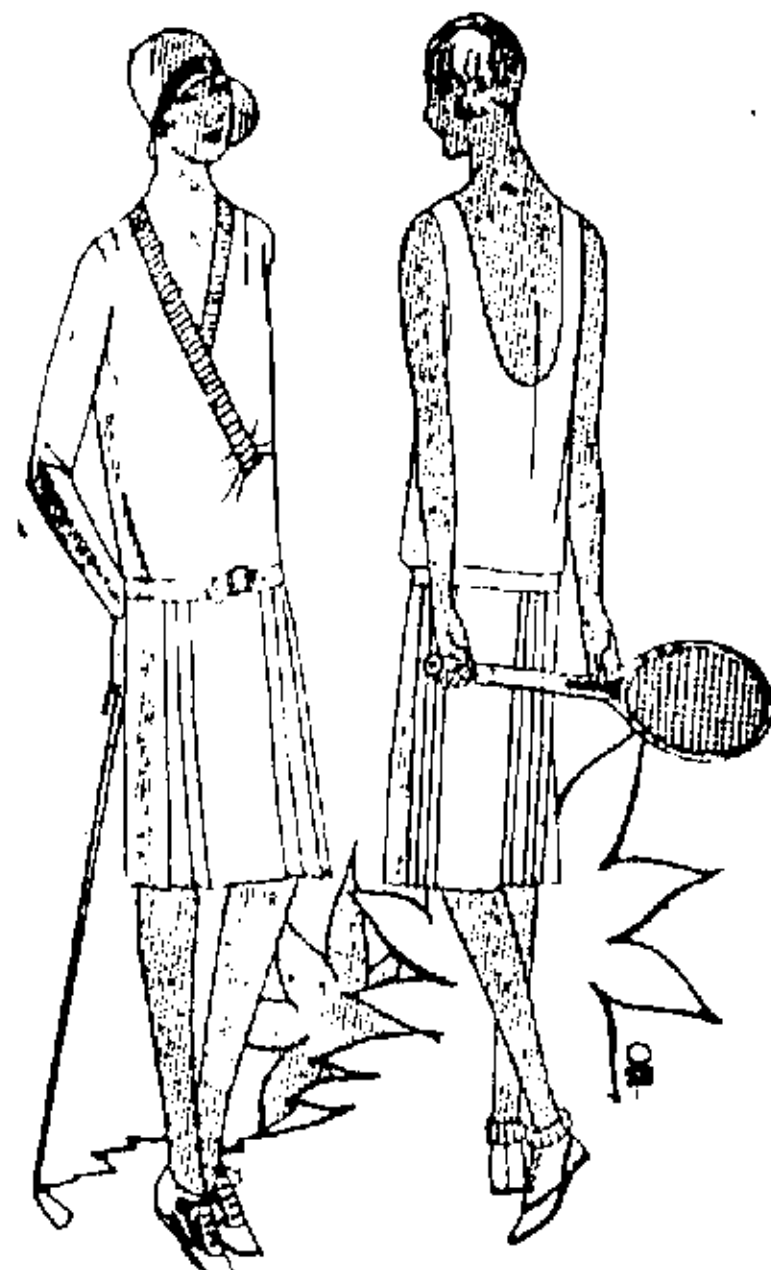


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THE NEWSPAPER ENTERPRISE LIMITED,
3A, Wyndham Street, Hong Kong.

For Summer Sports



A V-shaped neck decorated with pin tucks and a low cut back form the original features of these sports models.

WHERE HEIGHT COUNTS

Many a woman, wishing she could add another inch or two to her stature, just for the evenings, as she adds her chinon to her cropped head.

For the smart evening frocks are simply not made for short people. You must be tall to carry off the long, flowing lines, and the V-shaped back open to the waist.

The better the back, the more the neck is smothered up in front. One lovely frock in white satin pretended to have a low rounded neck. But then, attached to it by diamond straps, was a halter-shaped collar coming just at the throat, then sweeping down the V-shaped back to the waist, where the dress began with an enormous bow. Another way of covering the neck in front was with a black silk and lace scarf, the ends of which hung loosely down the back. The scarf was of exactly the same materials as the dress, and looked like a continuation of it.

In a room with dark furniture and heavy leather-bound books—the typical "den" blue crystal inkstands, candlesticks, and electric lamps, and writing sets of the same ware gave the necessary touch of colour and beauty to the general effect. Some families, sisters and brothers, aunts and uncles or cousins arrange with each other to give something in crystal to make up a set that can be used in the same room. This is an excellent plan. Crystal menu-holders are chic, and fairly inexpensive. Crystal doorhandles and finger-plates to match, painted with flowers and birds, were given the other day to a bride by her younger sister.

WEDDING GIFTS

CHEQUES, CLOCKS AND CRYSTAL

[By Countess Eileen de Armit]

The days of twelve sets of salt cellars or six pairs of table napkin rings as wedding presents are past. Most young people are more sensible in their choice of gifts, and the older generation have now adopted, to a large extent, modern ideas.

Gifts to bride and bridegroom strike a common-sense, yet artistic, note this season.

Parents and near relatives often give cheques. This is an excellent idea, as the bridal pair can then furnish how and where they like. If the couple desire leather furniture for their sitting-room, how annoying to receive velvet up-dressed chairs and Chesterfield, or to be given a full sized grand piano when they are going to live in a flat, and neither of them can play! How much more pleasure they would derive from a portable wireless!

China Pleases

Relatives, friends, and acquaintances, no matter how much they wish to spend on the marriage gift, will surely find something to suit their purse and please the happy couple among the china, clocks, or crystal.

Chinese china makes happy the heart, and helps considerably the appetite. Breakfast coffee and tea sets to match are now sold in all patterns, and include covered dishes to hold hot toast, eggs, bacon, or fish, and also toast racks, butter and jam dishes.

Father time, who waits for no man, should be always in evidence in every room, in the shape of a small artistic timepiece, but they are never placed now on the mantelpiece. One thing is certain. We are much more punctual than our ancestors. Yet our timepieces are much smaller. Except in very exceptional cases, the grandfather clock and its miniature replica, the grandmother clock, would not be very acceptable as wedding gifts, but the various coloured enamel timepieces, some of which have electric movements and run for a year, are always welcome.

Miniature Clocks

Very charming for the boudoir or the salon are the new miniature clocks with china dials no bigger than a thumb-nail. They are set on gold casels representing tiny pictures. Some of them—small though they are—tinkle out the happy hours. The clock in a folding leather case is useful at home, and easy to pack when going away.

The latest clocks for the drawing-room are made of crystal, and are most intriguing, as their works are visible. Crystal is much in favour.

(Continued at foot of preceding Column.)

Under Scrutiny of Artists



Left, a beauty of today, who, though shapely, rather conforms to the proportions of the criticized Venus. Center, Venus de Milo, who, artists contend, was much too plump to be held up as an example of pulchritude.

Right, another beauty of today whose dimensions would more than satisfy those experts who complain of Venus' shortcomings in that respect.

After holding the pulchritude championship all these years the Venus de Milo, most famous stone beauty of all time, is rapidly losing caste, and, in the opinion of contemporary art critics, is a girl who has eaten too many starches and sadly in need of massage and steam baths.

Art enthusiasts viewing the famed statue in the Louvre at Paris should not be surprised if, while they are gazing upon her, stony tears should flow from her stony eyes, for some very horrid things are being said about the Grecian girl.

Parisian modistes, for instance, say that it would be a shame for a modern girl to so neglect her lines as to allow herself to get as fat as Venus evidently was. They also say—and this is the unkindest cut of all—that if she walked down the street to-day every one would look at her for the generous proportions of her lines and not for her beauty!

Sportmen assert that if Venus existed to-day what she would need would be a season of mud baths and plenty of tennis, with hours of dancing besides, to get her portly self down to normal; so instead of being held up to the present generation as a model of beauty, the armless Venus is being pointed out as a horrid example of over-eating.

As recently as before the war any artist who dared to say that he did not consider the statue a masterpiece would have been looked upon as a womanish rascal; but now artists are pretty much agreed that as a dress-maker's mannequin the former it would be a total washout.

Van Dongen, a popular French artist and beauty expert, was very firm in his opinion.

He said: "She is too fat even to get into a taxicab, and, besides, she looks too cold a proposition."

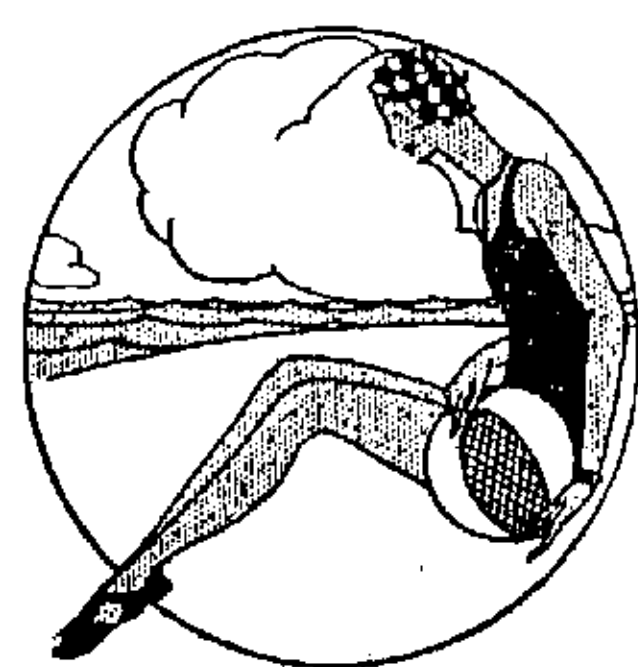
Edouard Jonas, the famous anti-Quaire, confessed that he had secretly detested the statue ever since he was a boy.

"She has too long legs and is built too solidly around the middle. I don't have a comfortable armchair in my stock which would be large enough for her."

An amusing statement was made by Raymond Duncan, brother of the late dancer, Isadora Duncan, and apostle of Grecian culture. He refused to believe that Venus was representative of Grecian beauty. He said that she was miserably fat, but had a good press agent!

The measurements of this now maligned beauty show that her neck is exactly the same size as that of Georges Carpentier, but her hips broader, and the stump of her breasts, when taped, shows that she had a bigger upper arm than the French idol of the ring.

Her weight, estimated from the measurements of her figure, brings it up to the almost unbelievable total of 165 pounds. If a twenty-year-old girl of to-day tipped the scales at 165 pounds she would put herself on a starchless diet and stay in seclusion until she could emerge with at least a 40-pound reduction.



EYEBROW TREATMENT

The accent laid upon eyebrows by the new-shaped toques and helmets, is causing beauty specialists to concentrate upon eyebrow treatment.

"I am shaping or plucking dozens of pairs of eyebrows daily," said a Dover-street expert. "Flat, thread-like brows are too insignificant when one's hair is completely hidden under a casque. Consequently smart women are having their brows well arched, and though the line is thread-like at the outer corners it is quite thick at the top of the curve."

"Where the eyebrows are naturally too thin for the new fashion they are treated with a special nourishing cream. Thorough brushing along the curved line of the arch keeps them in shape."

Complexions to Match Frocks. Complexions, by the way, are chosen to match one's different gowns. Fashionable women have at least three different make-ups—a natural one for day use, a more artificial-looking one for evening, and with their vivid scarlet or yellow ensembles a special make-up which does not "clash" with these bright colours.

Jewellery For Formal Wear



Every fashionable woman knows that each costume requires its individual ensemble of jewels. Accessories used to complete a daytime ensemble cannot be utilized for evening as well. With the gown of green lace above, the wearer has chosen most appropriate jewellery consisting of hand carved jade set in old gold and augmented with pearls. The green and gold of the jewellery make a very striking contrast and are most effectively used with this particular dress.

WEDDINGS

AND WHY WOMEN LIKE THEM

[By Dr. Estelle Cole]

This is a season of weddings. Laughing if not blushing brides descend the steps of various churches to meet the curious and interested eyes of the crowd. Hundreds of onlookers find time to stand and stare. Indeed, weary hours may be passed by some of the crowd in eager expectation, to be finally rewarded by a Vision of Beauty in the latest that Paris can provide.

Now the reason of excitement over weddings is not so superficial as it may at first sight seem. To begin with, we must admit that most of the crowd that assembles to look on in rain or sunshine is composed mainly of women. So that we may suppose that the dress and thereby enhanced charm of the bride takes a premier place in their interest.

Winged Thoughts

Like a mannequin, the bride shows what is being worn—or chooses by way of contrast to become some mediaeval picture from history. In either case, a modern wedding is as good as a "show." So which of us would refuse to delight the eye and enjoy a pleasurable feeling when such things present themselves and can be had for the looking?

But deeper than this are the winged thoughts that take us back to the time when some of us were brides. The mind, ever resourceful, would once again remind us of the halcyon days of betrothal, of planning that nest together, of those initial steps that led up to our own weddings. What were our thoughts and hopes in the beginning of a new life of responsibility, our once cherished dreams of happiness, which have now either materialised or from which we have awakened to the fact that marriage is not a bed of roses.

Or, to those who are unmarried, a wedding objectivises a picture of the longed-for damage done by Cupid's darts, culminating in real celebrations. Life is viewed through rose-coloured glasses. It presents a shining pathway to an

For Happy Days



A delightful little cretonne frock with patch pockets and a cool-green linen edged with white.

Elysium of happiness. And whatever marriage has meant to others, the particular individual thinks "Ah! but things will be different with me!"

Happy Brides

Indeed to many, a wedding may be a reminder that one's ideal had feet of clay, a memory of frustrated hopes and overwhelming cares. Nevertheless, before this awakening, love was blind. It is this unconscious reminder that one desires to repeat in the soul, because we all live on past happinesses in order to make present-day life a little easier. The hard, matter-of-fact, everyday existence must have its compensation in a dream world; and weddings belong to the dreams of our past, for in the bride we see ourselves reflected.

The world loves a lover, no matter whether he be tinker, tailor, soldier, or sailor. We all set out to live in the Garden of Beauty, only to find that weeds grow plentifully therein. To escape from pain and to experience pleasure, even momentary, by the sight of the happy bride—this is the reason of objectivising once more our past daydreams, when we looked on our new world and everything seemed good.



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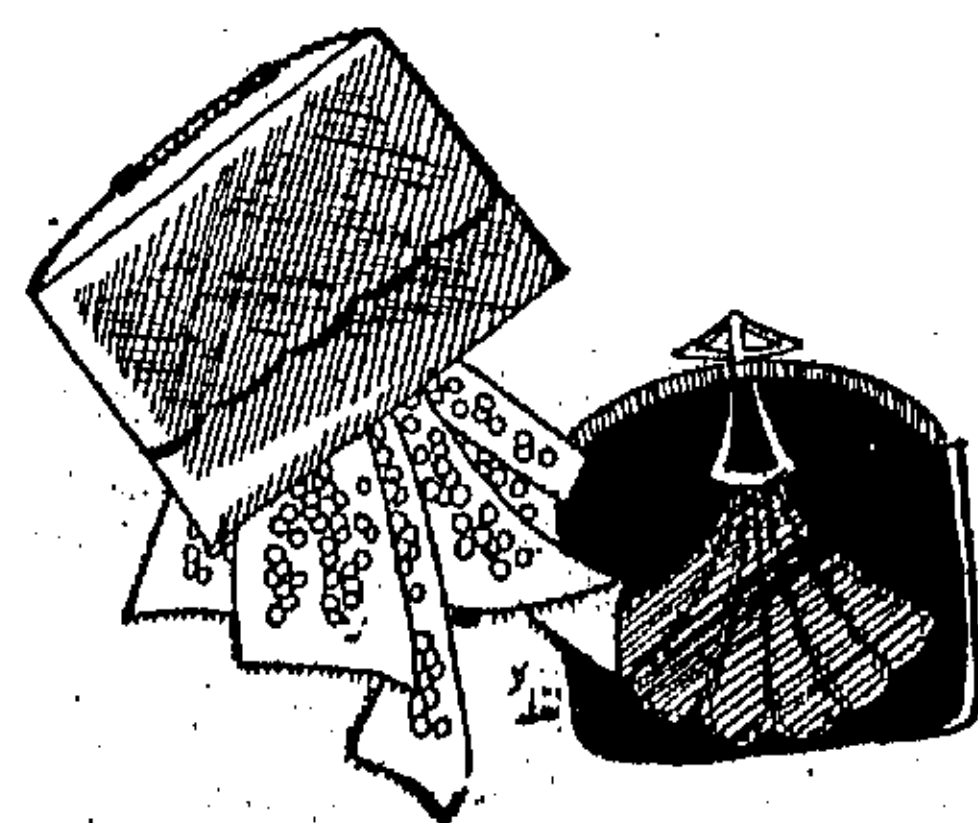
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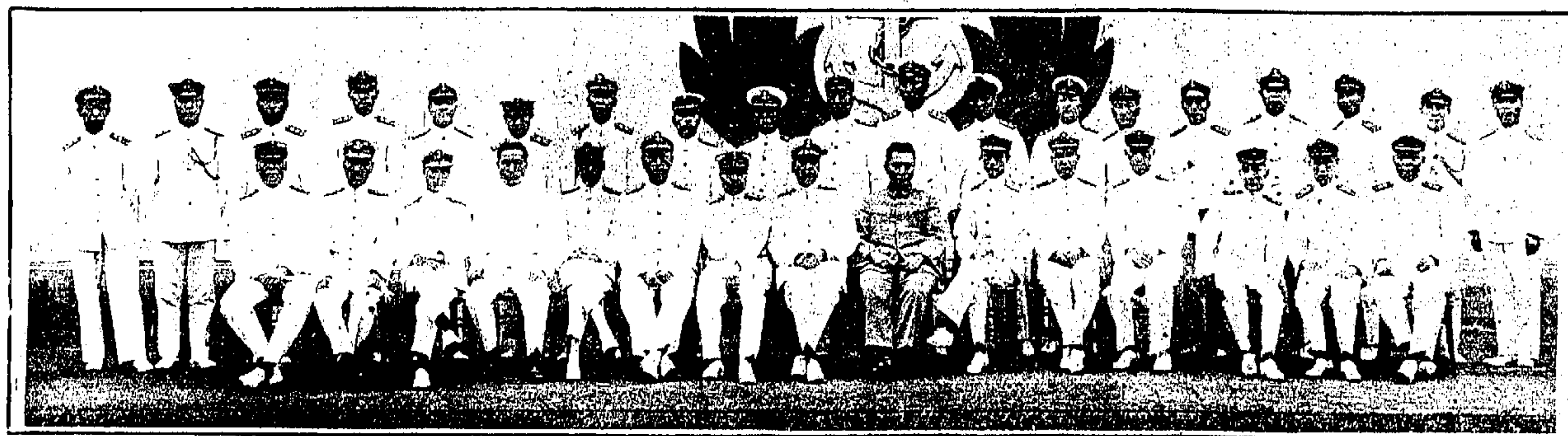
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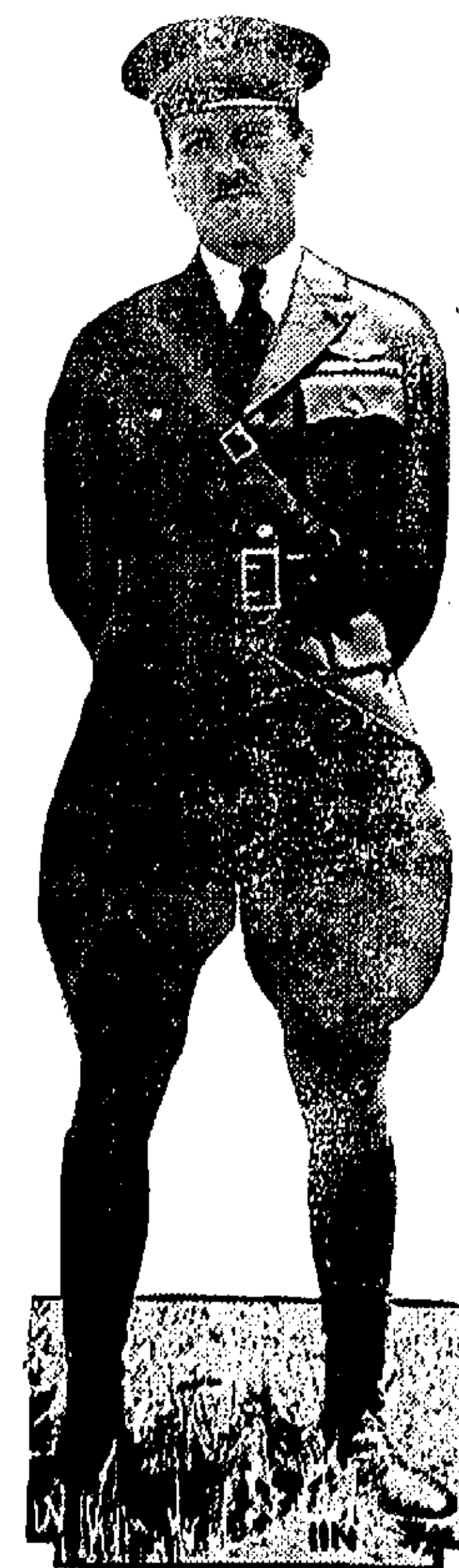
ROUND THE GLOBE IN PICTURES.



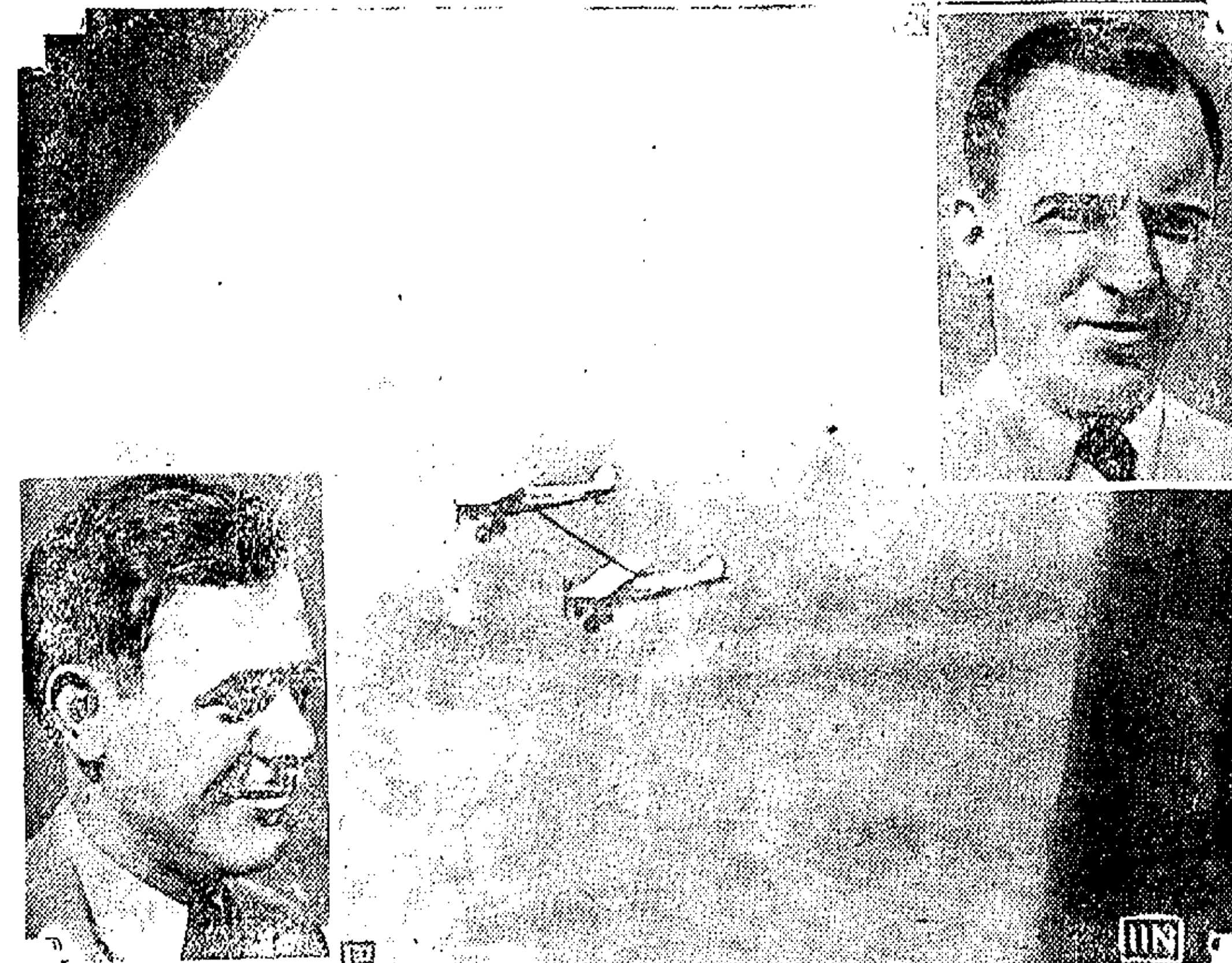
Inauguration of Naval Committee.—Chinese naval officers who attended the inaugural ceremony of the Naval Disbandment and Re-organization Committee, held in the Naval Headquarters of Shanghai at Nantao. The group includes senior naval officers of the Chinese Navy and newly-appointed members of the Committee. Admiral Yang Shuchang, Chairman of the Committee and Minister of the Chinese Navy, is seen in the centre of the bottom row, at left of General Chang Chun, Mayor of Greater Shanghai (in dark uniform). (Chung Hwa Studio).



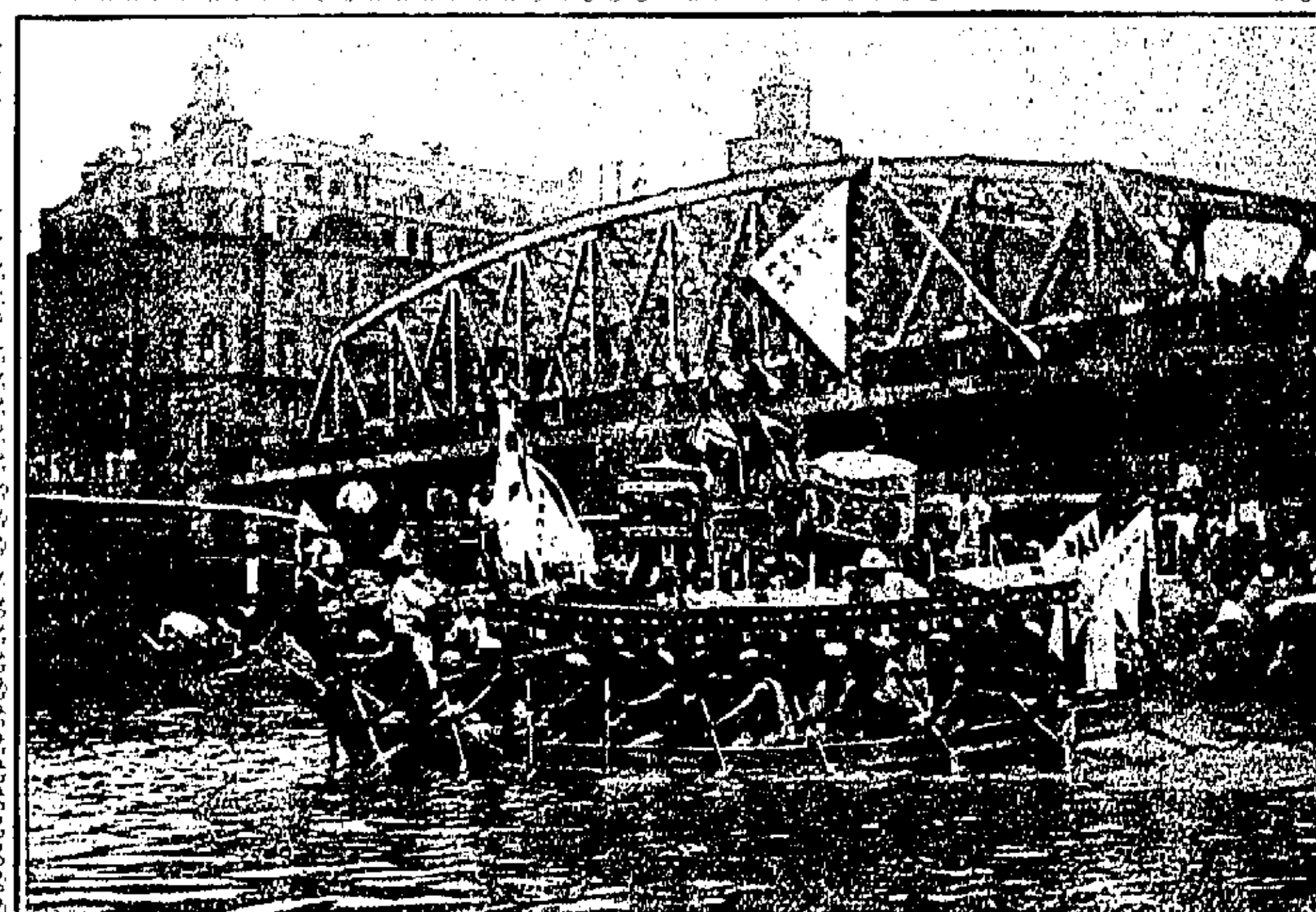
Reports German Win. Percy Allis, British golf pro, won the German open golf championship over a line field of British and American golfers at matches which took place at Berlin. Allis finished with a score of 286 and became "Offene Meisterschaft von Deutschland" for the fourth time.



Trans-Continental Trip.—Major Carl S. Spatz took off from San Diego, Cal., leading an imposing array of planes, including 21 army bombers, pursuit ship and transport planes, bound for Dayton, there to participate in an army air concentration of 280 planes. Shortly thereafter Major Spatz with companions took off from Dayton for a non-stop round-trip flight to New York.



Endurance Flyers. Having been aloft over Fort Worth, Texas, 172 hours and 32 minutes, Jim Kelly and Reg Robbins are resting from the tough grind. The view above shows the "nurse" plane piloted by Huffman, right, and named by Jones, left, who lowered the hose to the "Fort Worth," making contact during the flight. These two men are given much of the credit for the success of the flight because of their clever manipulation of the "nurse" plane.



Harling Back to the Legendary Past.—The Dragon Boat Festival held in Shanghai saw China's ancient custom of dragon-boat races revived for the first time in nearly 20 years. In spite of prohibitive orders from the Chinese authorities, a number of the colourful craft wound their serpentine way through the congested traffic of the Whangpoo River's yellow waters. The above photo shows one of these fantastic dragon boats entering Sochow Creek at Garden Bridge with Astor House in the background.



"Green Flash" Inspected.—Kenneth Duedeker, engine expert, is shown looking over the motor of "The Green Flash" to make sure everything was O.K. for the trans-Atlantic hop to Rome, by Lewis Yancey, navigator (left) and Roger W. Williams, pilot (right). At the flight Captain Yancey is seen inspecting his chronometer to see if it is in perfect shape. But a start was made on June 14 and the machine turned over on her nose—and the flight was on!



Accident Stops Flight.—A cracked propeller ended the week-long flight of the "Fort Worth" and her gallant crew. Reg Robbins, top, and James Kelly, below, after staying in the air for 172 hours and 34 minutes at Fort Worth, Texas. Their motor was still functioning perfectly, but the strain of fighting a storm had cracked their propeller. Each flyer receives about \$15,000.



Wins Curtiss Trophy.—Lieut. W. C. Tomlinson, above, won the Curtiss trophy in the annual Navy and Marine Corps seaplane races over the course from Anacostia Naval Station near Washington, to a point 10 miles down the Potomac River. His unofficial time for the hundred miles was 37 minutes, and his plane the Curtiss shown above.

This extravagance menaces health



To brush teeth and forget gums, is an extravagance that may demand as its price health, beauty and youth. In this life of ease and luxury, gums are undernourished and under-exercised. If neglected, they surrender to diseases that sweep the system and often cause loss of teeth. Only dental care can stem the advance of gum diseases once they are contracted. Prevention is easier and less painful.

Be liberal with yourself. See your dentist every six months. Continue to brush your teeth. But also brush gums vigorously with the dentifrice designed to help keep them firm and sound... Forhan's for the Gums.

When you have used this dentifrice for a few days you'll notice a vast improvement in the way your gums look and feel. In addition, note how effectively and safely it cleans teeth and helps to protect them from decay. Get a tube of Forhan's from your druggist and start using it today.

Forhan's for the gums

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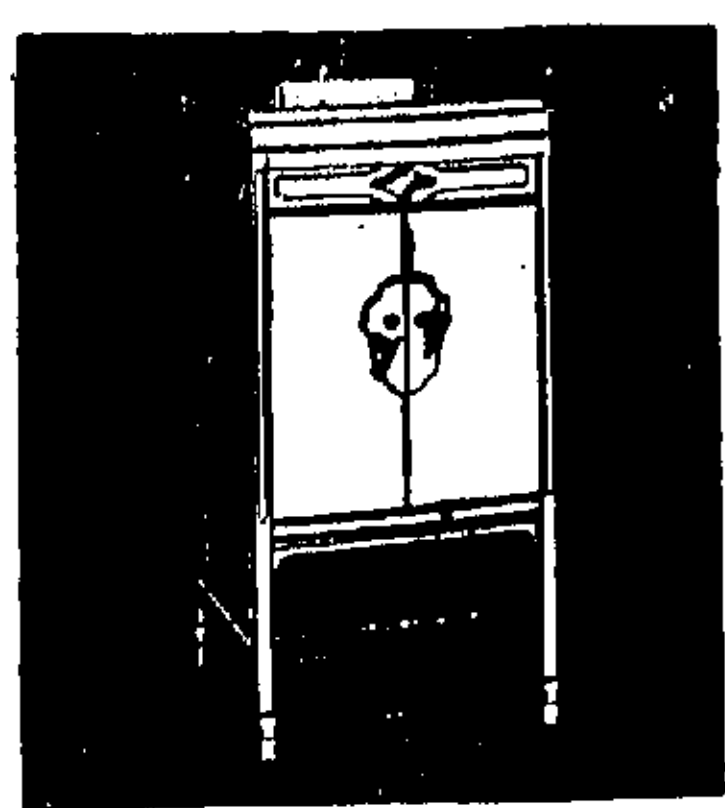
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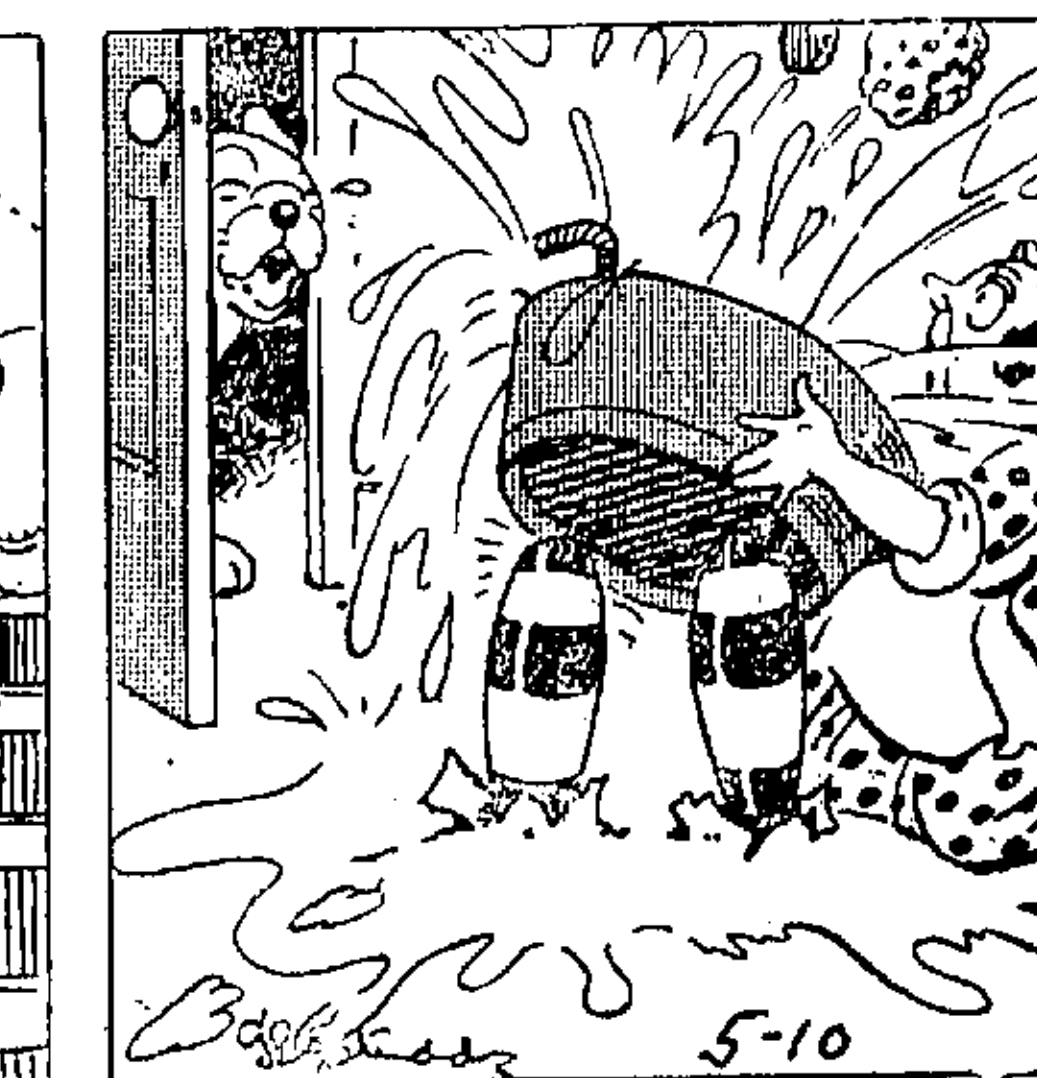
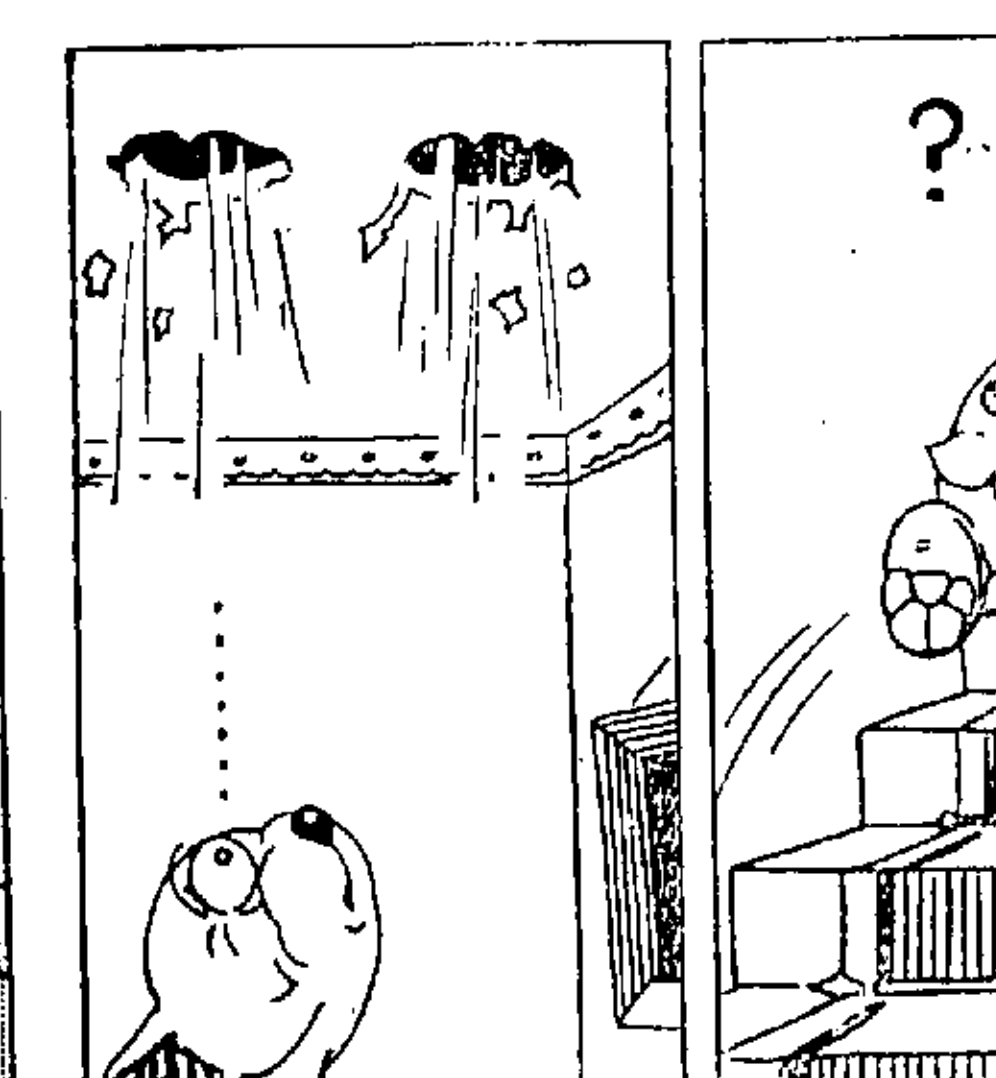
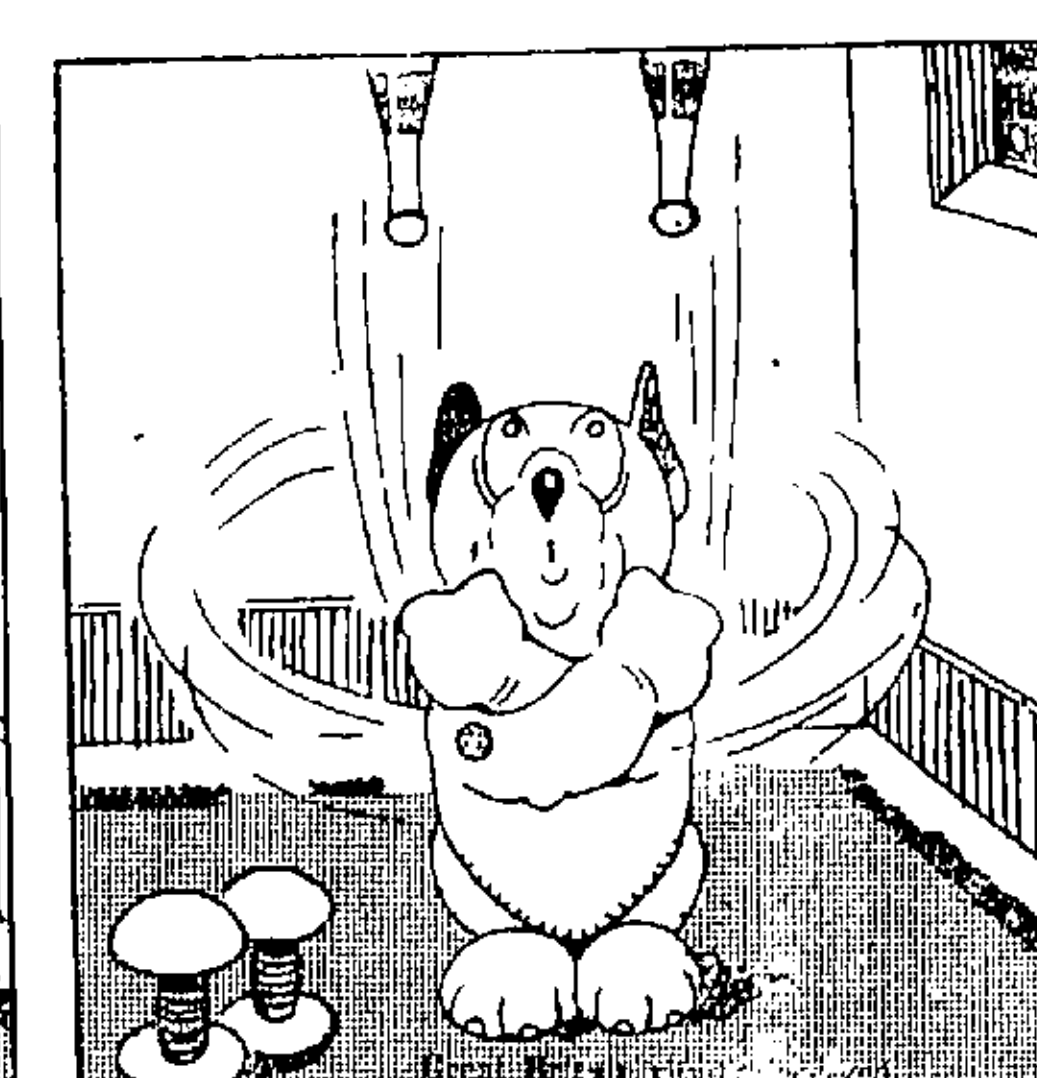
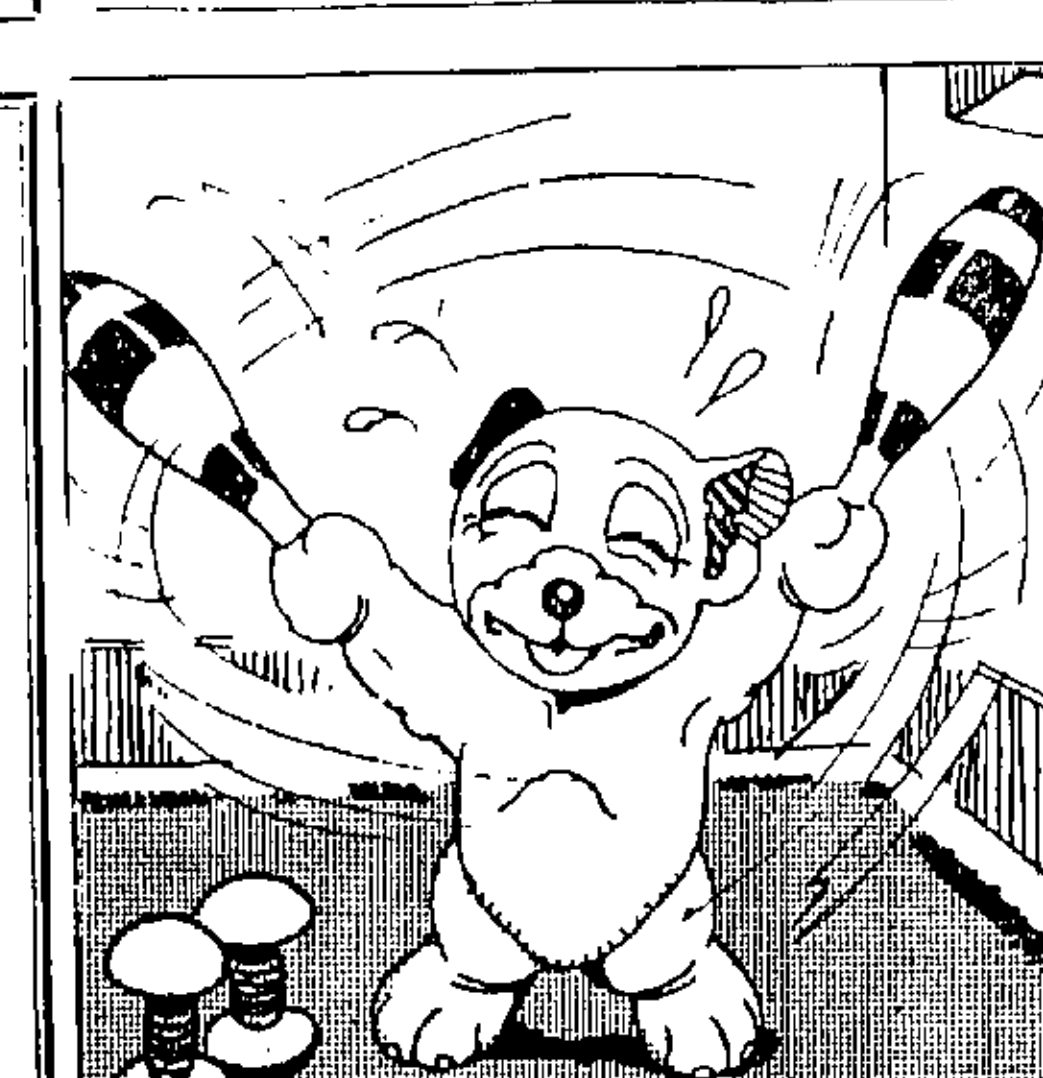
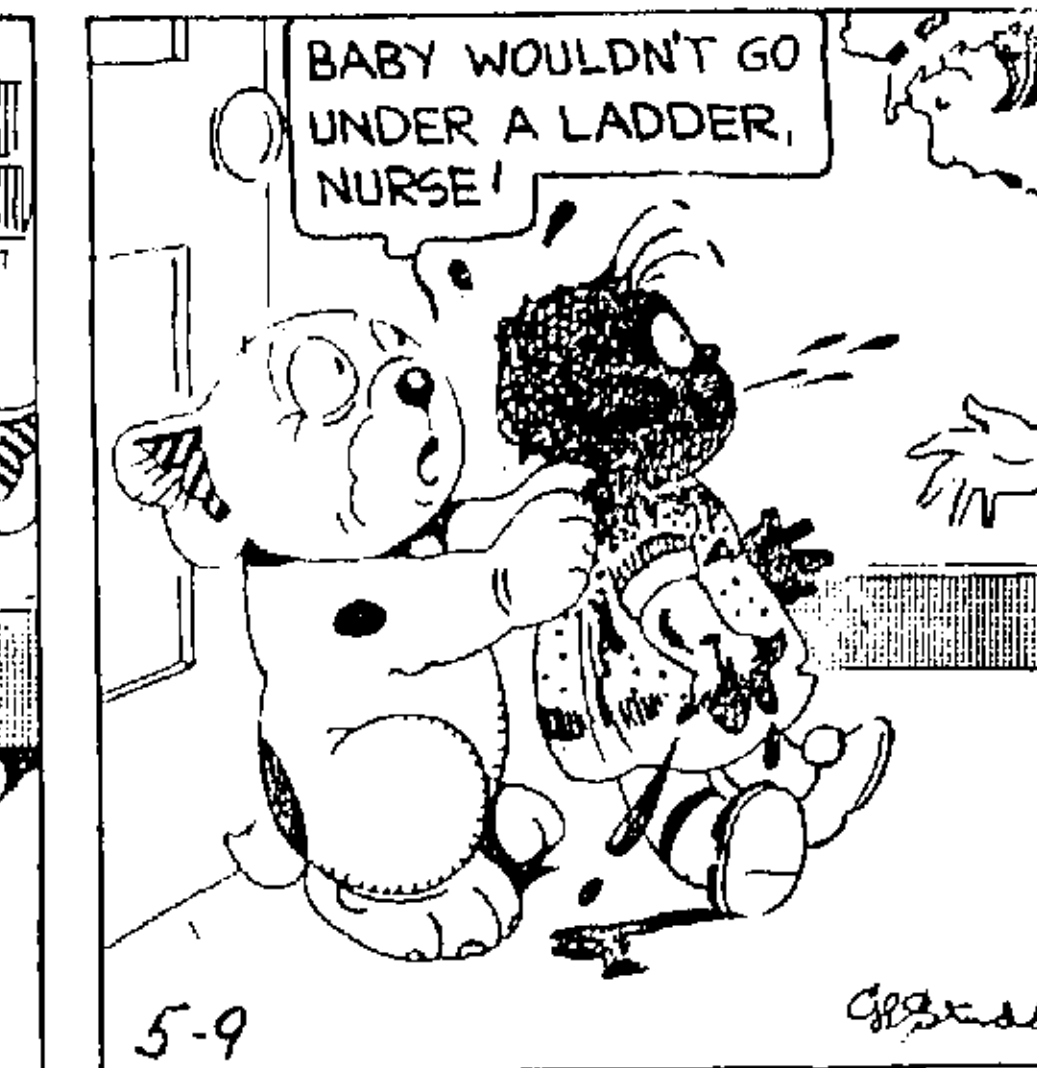
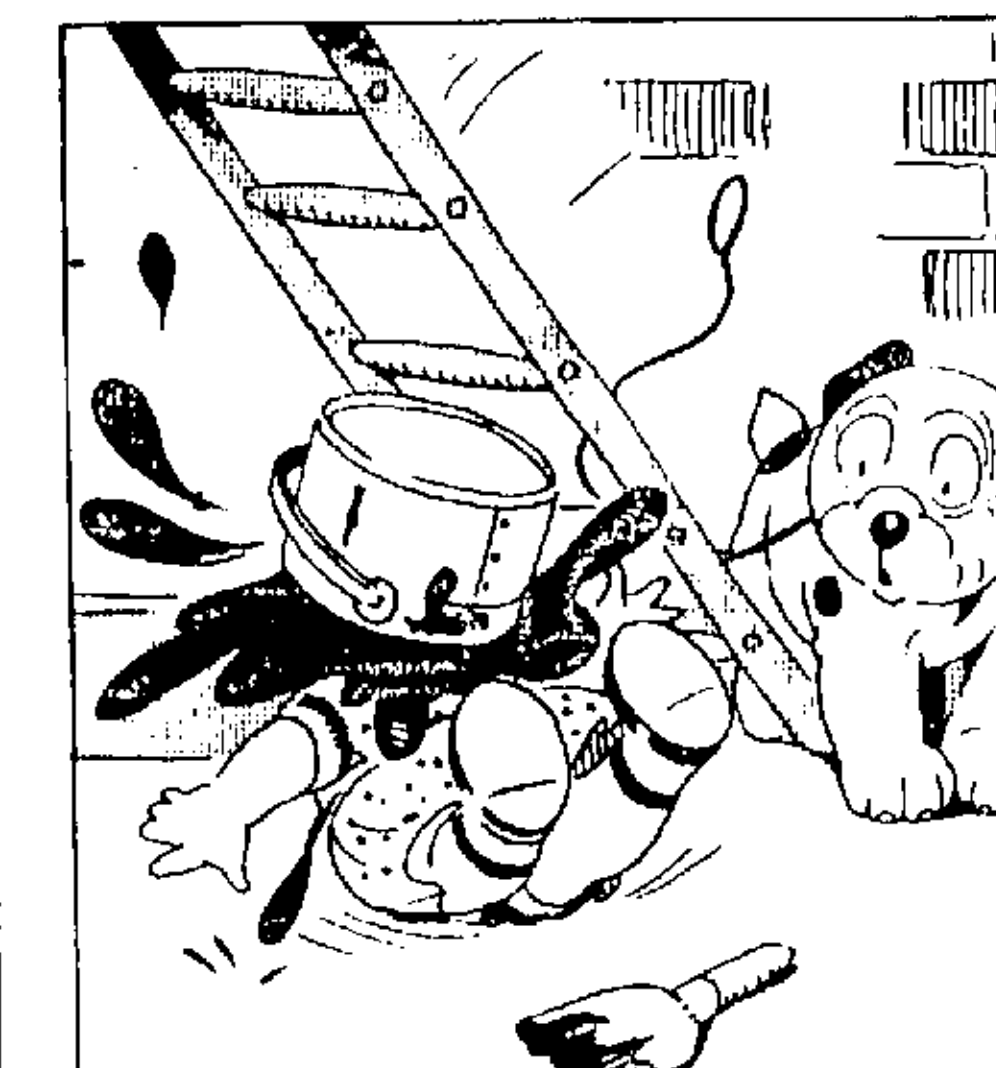
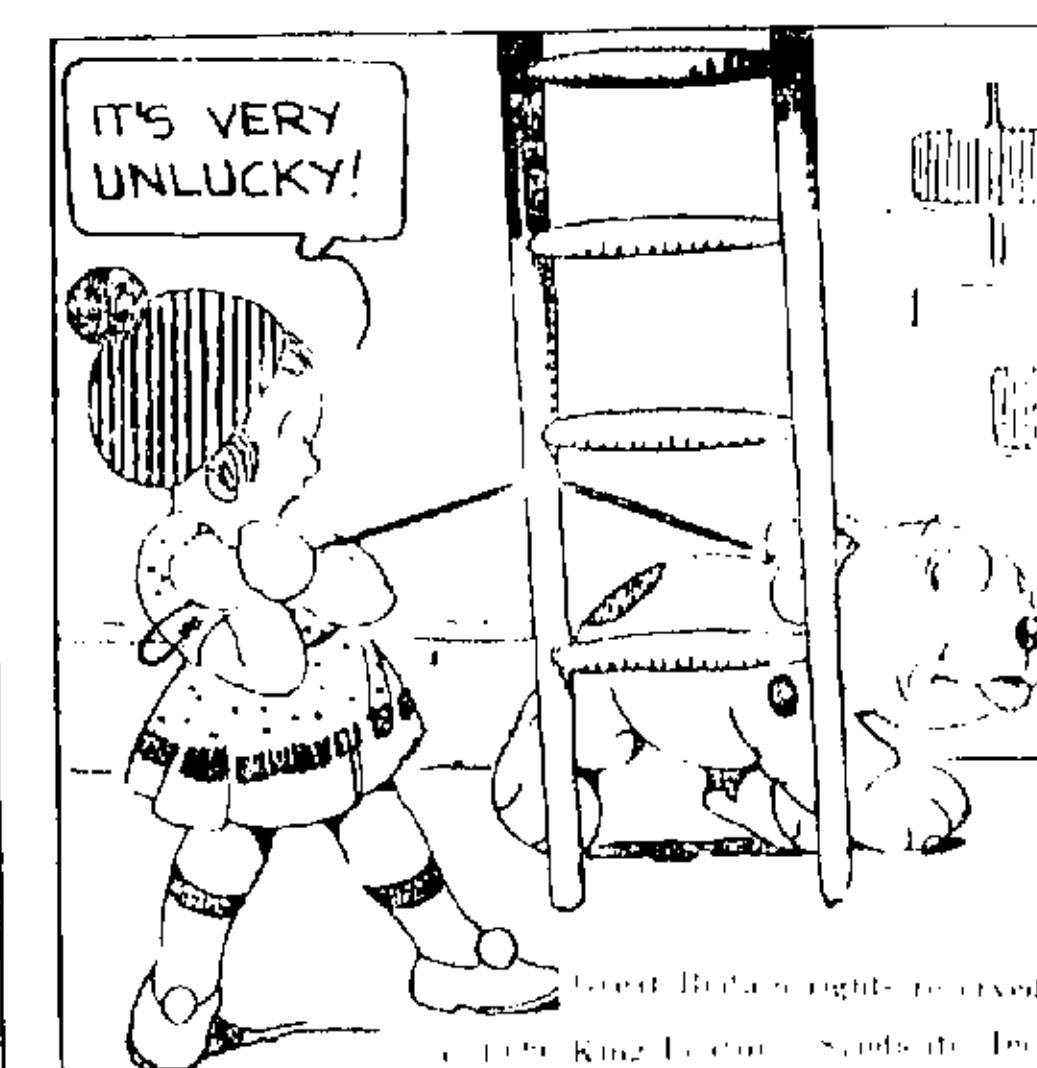
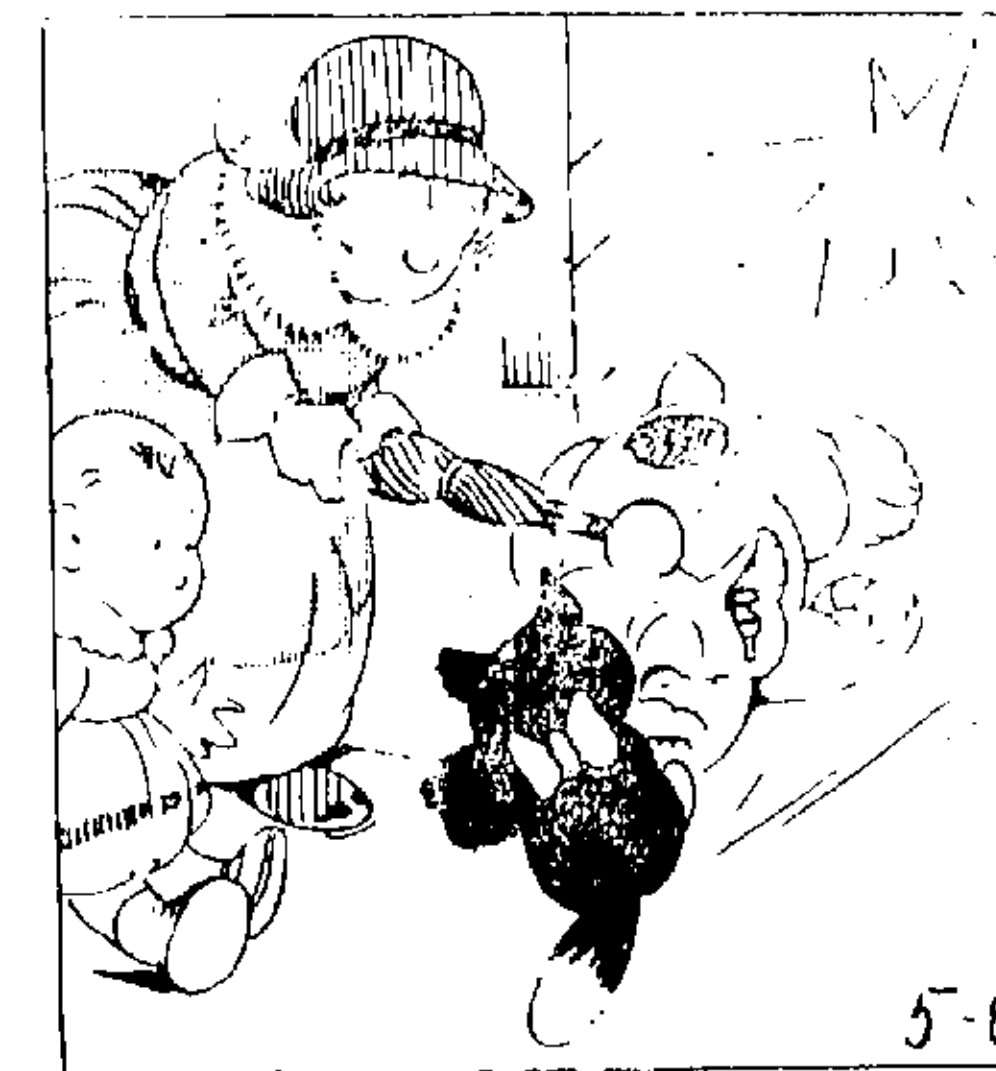
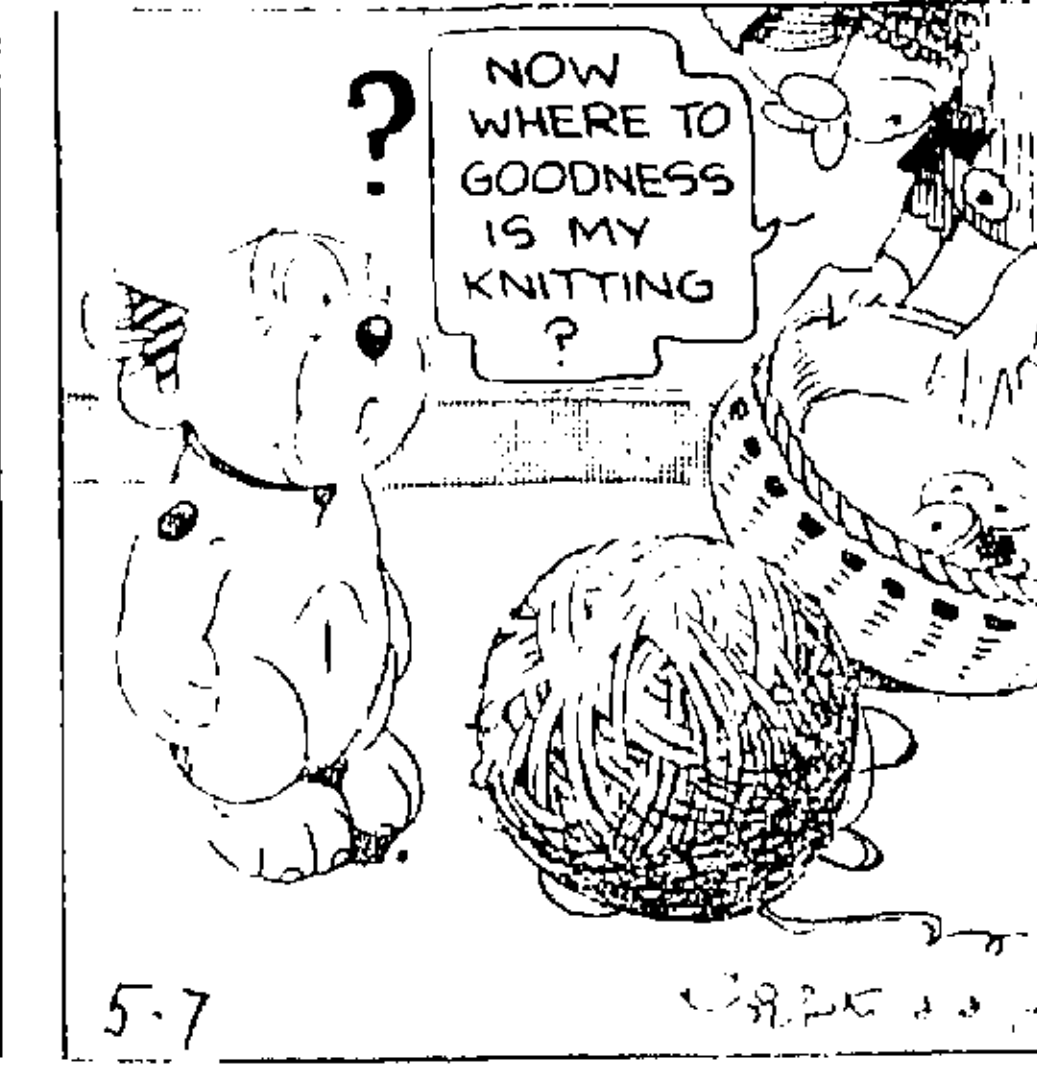
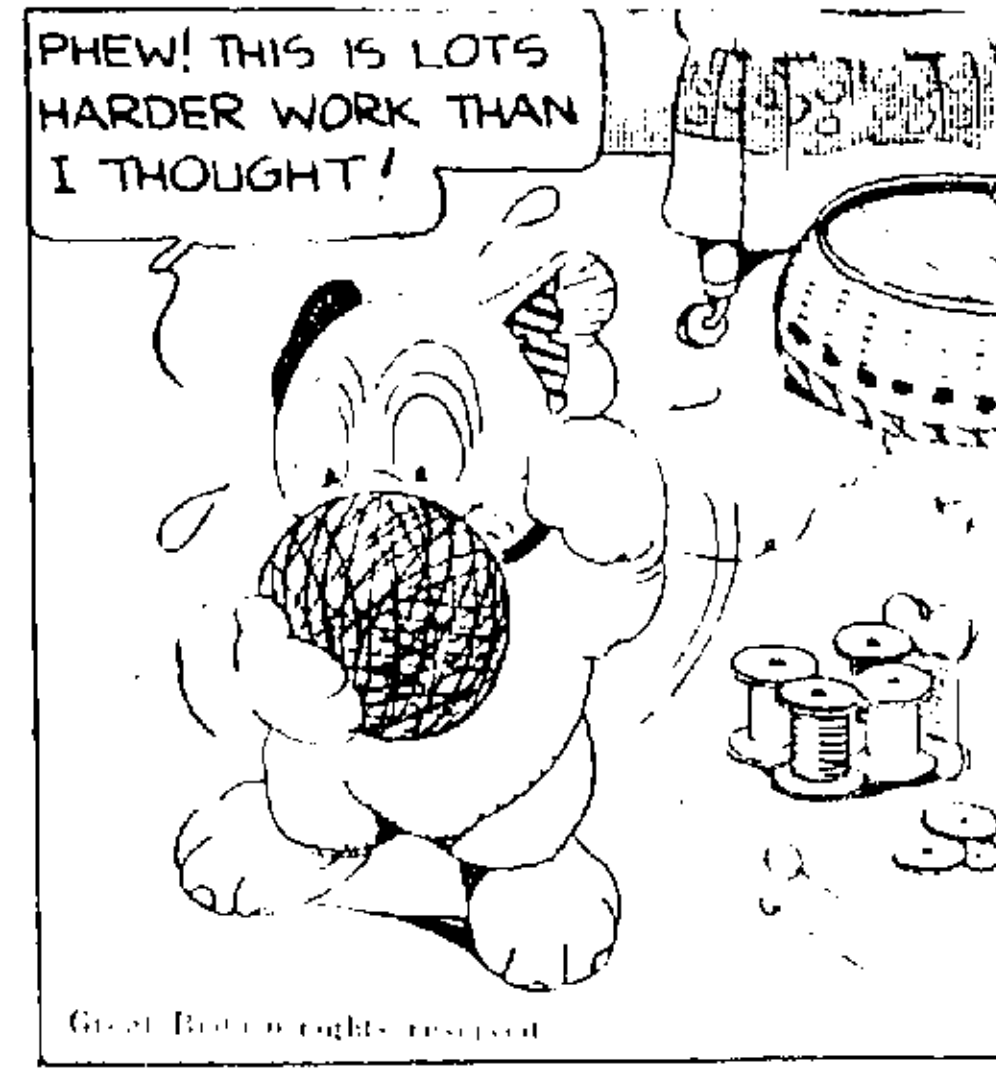
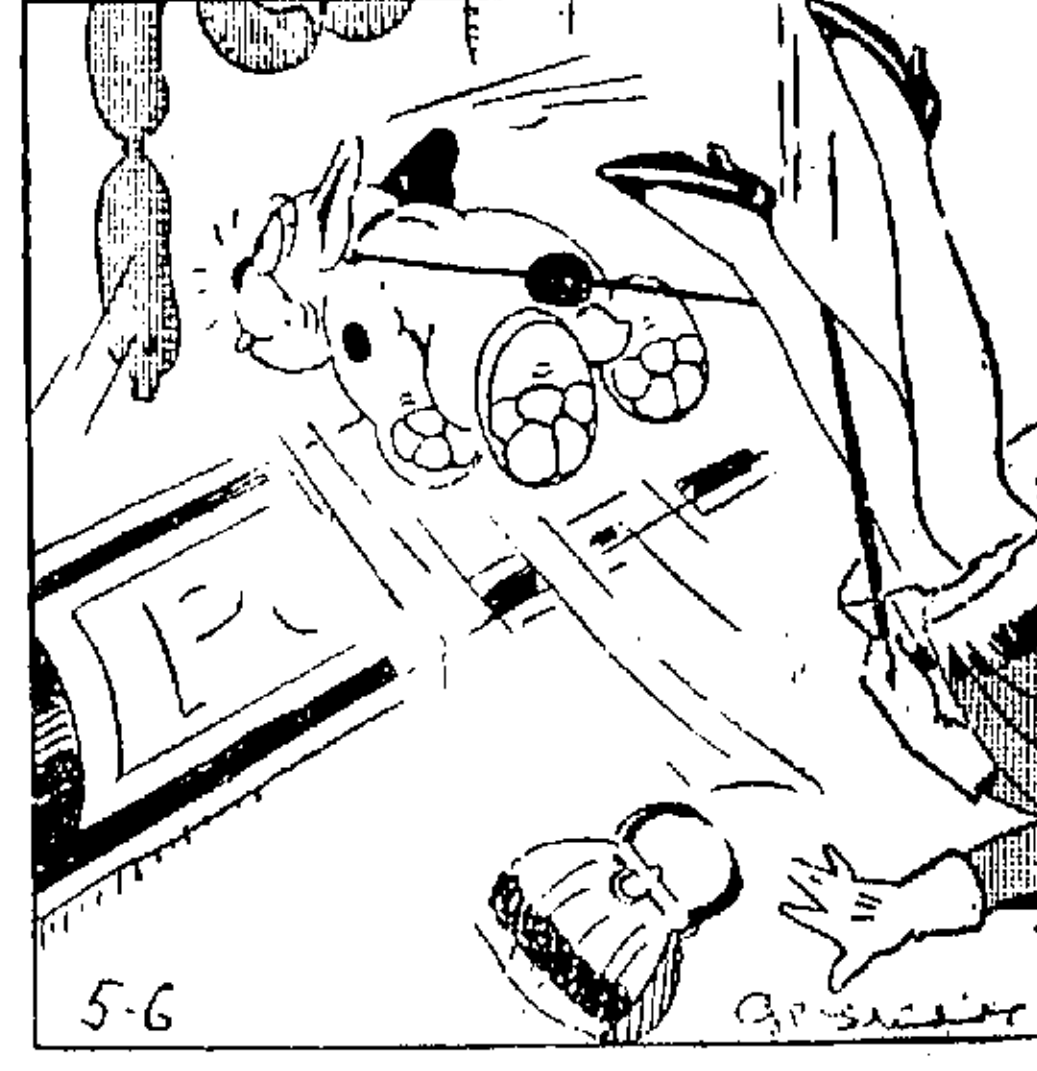
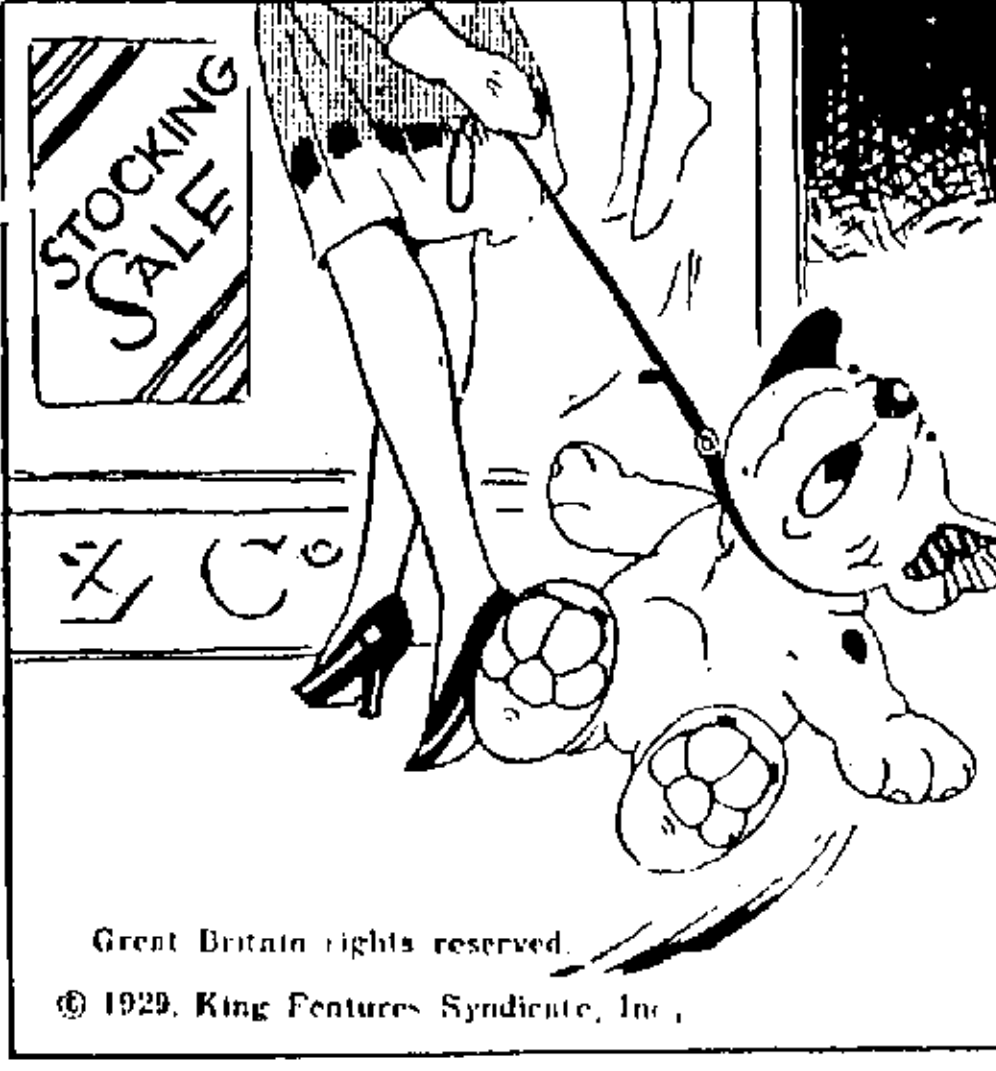
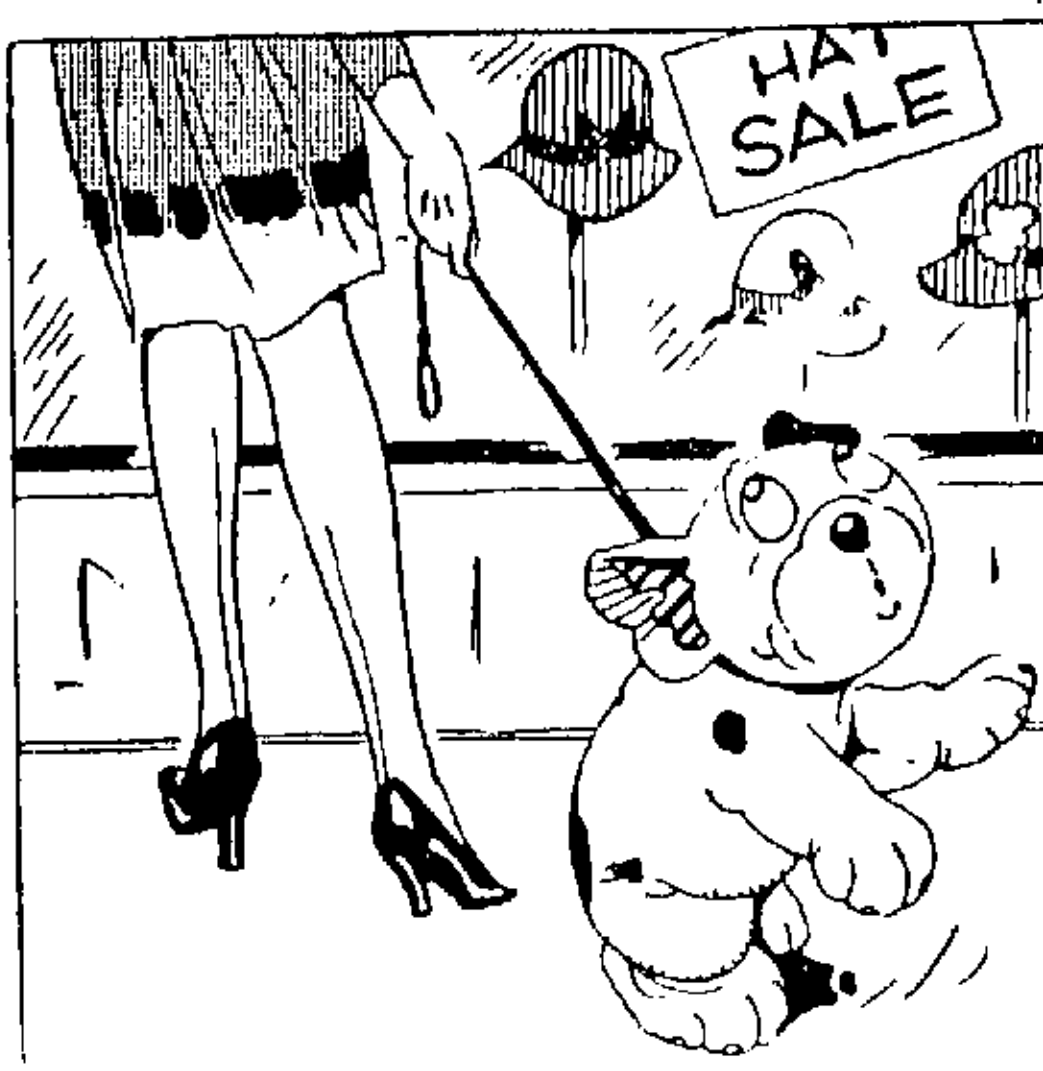
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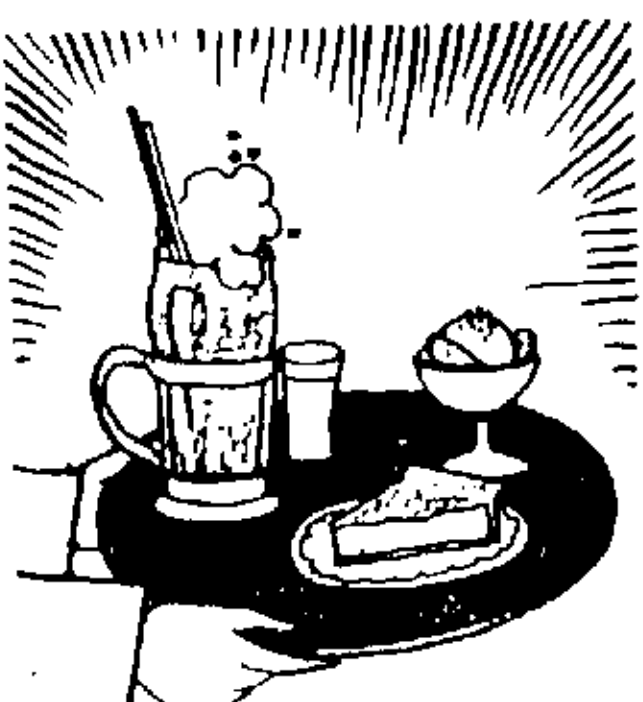
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By George Studdy



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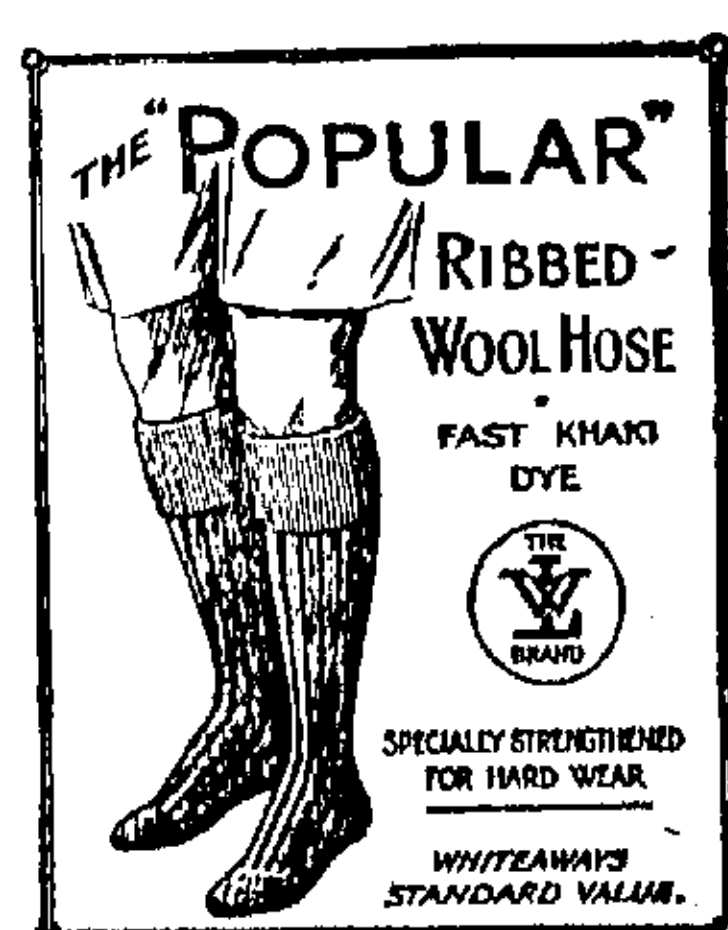
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SUDEN DEATH

Sir Beilby Alston
'Asses Away

DIED IN LONDON HOTEL

Former Minister To China And
Elsewhere

London, Yesterday.
Sir Beilby Francis Alston died suddenly in a London Hotel.—Reuter.

[S. B. F. Alston a few years ago was British Minister to China. Owing to bad health, he transferred to the British Legation in Brazil, which was subsequently raised to an Embassy. Quite recently Sir B. F. Alston resigned his post at Rio de Janeiro and returned to England.]

Biographical
The Rt. Hon. Sir Beilby Francis Alston, P.C., K.C.M.G., C.B., had been Ambassador to Brazil since 1926. He was born in 1864, and was the son of the late Sir Francis Alston, K.C.M.G., formerly of the Foreign Office. He married Hilda, daughter of the late Major-General Robert Green and they had one son and one daughter.

After being educated privately and abroad, he became a clerk in the Foreign Office, 1890; Acting 3rd Secretary in Diplomatic Service at Copenhagen, 1895; Secretary to British Plenipotentiaries at Paris Copyright Conference, 1896; Acting 2nd Secretary and Charge d'Affaires at Buenos Aires, 1906-07; Secretary to British Representatives at Sugar Conferences at Brussels, 1898, 1901, and 1902; attached to Foreign Representatives at Coronation of King Edward VII, 1902; attached to Prince Tsai-Shun of China on his mission to England, 1900; and to Prince Tsai-Chen, representative of the Emperor of China at the Coronation of King George V, 1911; in attendance on Prince and Princess Alexander of Teck at the Coronation of King Vajiravudh of Siam at Bangkok, December 1911; Counselor of H.M. Legation, 1911-12, and Charge d'Affaires at Peking, 1913-1916-17; Deputy High Commissioner Siberia, 1918-19; Minister Plenipotentiary Tokyo, 1919-20; Envoy Extraordinary and Minister Plenipotentiary to China, 1920-22; Minister to the Argentine Republic and Paraguay, 1923-25.

Among Sir Beilby's foreign decorations were: Grand Cross of Double Dragon of China, 1909; Commander of White Elephant of Siam, 1911.]

CANTON ITEMS

Capture of Nanning
Claimed

REPORT FROM "THE FRONT"

Canton, Yesterday.
As previously reported, the fall of Chumchow (on June 22) would involve the fate of Nanning, the capital of Kwangsi. This anticipation has been borne out by the latest telegraphic report from General Li Ming-shui stating that Nanning was entered by the National troops on June 26.

Danish Minister's Visit

The Danish Minister to Nanking paid a flying visit to Canton on June 26 and after calling on Chairman (General) Chan Ming-shu, left the same day for Hong Kong, in order to catch the "Empress of Russia" for Shanghai.

It is learned that after paying a visit to Nanking, the Danish Minister will proceed to Japan where he will remain two or three months before returning to China.

Threatened Railway Strike

The Canton Engineering Association, being dissatisfied with the recent transfers made by the Traffic Department of the Canton-Kowloon Railway (Chinese Section), has called a meeting to discuss the matter and if no settlement of the situation is arrived at, it is thought that a general strike will be inevitable.

Wuchow Affairs

Since the Chairman, General Yu Chok-pak in Kwangsi has left for the front, General Fan Shek-sang has been recalled from Chumchow to Wuchow to maintain peace.

North River Traffic

Taking advantage of the Government troops being busy in Kwangsi clearing up the Kwangsi remnants, robbers have returned to resume their activities. The merchants along the North River have again petitioned for armed escorts and the authorities have detailed a special force to meet the emergency. — Canton News Agency.

STIMSON SPEAKS

Conference on Naval
Disarmament

"HAD BEEN APPROACHED"

Washington, Yesterday.
Mr. Stimson, the Secretary of State, has disclosed that he had been approached regarding the possibility of an immediate Five-Power Conference on naval disarmament. He denied, however, the report that he had unqualifiedly approved the idea. — Reuter's American Service.

[A conference in London next summer on the political aspects of reduction of naval armaments was regarded in U.S.A. Government circles as a possible outcome of the discussions in London.]

DRIVERS FIGHT

Quarrel Over Parking
Rights At Kowloon

DISPUTE SETTLED IN COURT

A fight over parking space opposite the Kowloon Railway Station was settled in the Kowloon Police Court yesterday when the aggressor, a public car driver, was fined \$5, while the second accused (another driver), who fought in self-defence was discharged.

The dispute apparently arose over a selfish act on the part of first accused, who had parked his vehicle first in a row of three next the ricksha stand. Second accused's car was the third and last of the line. Having decided to move away, first accused beckoned to another driver (whose car was parked elsewhere) to take his place. To this second accused objected, thinking that it was very unfair, and he approached the other, who then picked up an iron bar and struck him.

A police whistle was blown, and an Indian constable on traffic duty arrested both the combatants.

The constable said that he saw the first accused with the bar in his hand, and the second accused was swinging his arms about in self-defence. This the first accused denied, stating that the constable had asked him to hold the bar, which had all the while lain on the ground.

In proof of his allegation that he had been hurt, second accused pro-

CORRECT POSTAGE

Sending the "Overland China
Mail" Home

Thanks to the courtesy of the Postmaster General, it is learned that a number of people have, at various times, "sent a considerable number of 'Overland China Mail' to addresses in the United Kingdom"; and that these have been destroyed owing to:

(a) insufficient postage prepaid,

(b) names of senders not on wrappers.

Each copy of the "Overland" weighs over four ounces. The correct postage to the United Kingdom, therefore, is four cents per copy (i.e., up to eight ounces).

Bear in mind the correct weight and the rate of postage it incurs) and, preferably, put the name and address of sender on back. Best of all, send in your order to the "Overland China Mail" with the name and address of addressee and everything will be done correctly for you.

duced a doctor's certificate certifying the fact that he had been injured on his left forearm.

Stating that he would convict, Mr. T. S. Whyte-Smith, the Magistrate, said that he had never heard such a ridiculous story as that offered by the first accused. He would fine him.

First accused pleaded that the other had endeavoured to snatch some business from him.

His Worship remarked that no doubt both had been snatching business from each other. Actually there was no evidence of second accused assaulting the other, as the constable himself bore out the fact that second accused had retaliated in self-defence.

In view of that fact, his Worship said that there was no reason why second accused should be convicted, and added that he thought that the injury he had received on his forearm was not sufficiently serious to warrant him receiving compensation.

First accused objected to his Worship's finding, and said that second accused would surely attack him again.

His Worship: I don't think the second defendant is a fighting man. The prosecution agreed and said that first accused looked a big and strong fellow, quite capable of defending himself.

A LUCKY ESCAPE

A telegraph messenger named Chan Charn had a lucky escape from serious injury when he was involved in a motor accident yesterday afternoon.

At about 4.30 p.m., he was riding his bicycle in Morrison-street, proceeding north, when public motor car No. 340 suddenly appeared round a corner going in an opposite direction.

The car collided heavily with the cycle, but Chan was lucky to be thrown clear to the side of the street. He landed on the ground in a favourable position so that, but for a shaking and a few minor bruises, he was uninjured.

The cycle was badly damaged, its front wheel being twisted out of shape. One of the car's mudguards was also damaged.

K.C.C. CONCERT

K.O.S.B. Band's Splendid
Entertainment

A DELIGHTFUL EVENING

An excellent "al fresco" band and vocal concert was enjoyed by a large audience on the grounds of the Kowloon Cricket Club last evening, the rain having been well and truly dammed for this occasion only!

The grounds, prettily illuminated with strings of coloured electric bulbs, with tables and chairs dotted here and there, presented a delightful scene with a clear sky overhead, and proved to be an ideal setting for an evening entertainment of this nature.

This first open air concert of the season was up to the standard set by the splendid concerts which have been held at the Club in the past, and with the admission fee fixed at the reasonable price of one dollar, it attracted hundreds of people who know that they always get more than their money's worth at the K.C.C. entertainments.

Water Worries Forgotten

Others who went there for the first time, prompted by a desire to escape the heat and to seek distraction from the worries of the water shortage, were well pleased with the fare offered, and there is no doubt that the K.C.C. has made many new friends amongst these, and they can be relied upon to lend their support to any other concert which the enthusiastic and hard working Entertainment Committee of the Club might organise in the future.

With congenial surroundings, excellent music which Mr. W. H. Fitz-Earle, A.R.C.M., and his bandmen of the 2nd Battalion of the King's Own Scottish Borderers know how to "dish up," equally effective singing with band accompaniment, and cool, refreshing beverages always at hand, it was enjoyment which local residents are seldom given the chance of experiencing. Therefore last night's concert was voted by all who attended as an unqualified success, credit for which is, of course, due to the musicians and singers, but a large slice of it must be shared with the Entertainment Committee who made the admirable arrangements.

Bandmen in Fine-Fettle

The Band opened the programme with a stirring march, "Spirit of Pageantry" (Fletcher), and followed up with that ever fresh and popular "William Tell" overture by Rossini. Both were excellently rendered and greatly pleased the audience, who were not slow to show their approval.

Then Mr. Oscar Eager occupied the platform, and he proved to be a very fine entertainer. The audience was greatly amused by his songs "Meet Me" (Down by the—den Gate), and "Don't be Cruel to a Vegetable," both of which were rendered with that "go" which is the happy possession of few amateur artists. His success was instantaneous, and he certainly earned the applause.

The Band was again heard to advantage in Pinck's selection "Melodious Memories" and Friedemann's rhapsody "Slavonic" before the interval.

"Gems of Sullivan"

In the second half of the programme, the Band rendered the selection "Gems of Sullivan" (arranged by Godfrey), which with its quick switch and clever interpretation, was delightful, and deservedly well applauded.

Then Mr. R. McA. Keown offered two of Sanderson's best songs "Friend o' Mine" and "All Joy be Thine" both of which convinced the audience that they were listening to an artist of no mean order. They showed their appreciation in no uncertain manner.

More Band Selections

The rest of the programme was in the hands of the bandmen whose offerings were Coward's Musical Comedy "This Year of Grace," De Sylva's popular song fox trot "Sonny Boy" and the season's one step "Shinanki Da" by Carlton.

"Blue Bonnets O'er the Border," the Regimental tune, of the K.O.S.B., and the National Anthem brought a very enjoyable evening to a close.



THE GREAT ELECTION DAY.—A scene of Twickenham, Middlesex, Sir William Joynson Hicks, the ex-Home Secretary, striking a new note, touring his constituency in a four-in-hand. (Sport and General).

NEW ADVERTISEMENTS

NOTICE.

OWNERS of Motor Vehicles, Trucks, Trolleys, Carts, Vans and Drivers of Motor Vehicles are hereby notified that Licences for same are due for renewal on July 1st, 1929.

T. H. KING,
Capt. Supt. of Police.
Hong Kong, 28th June, 1929.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 2nd day of July, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Reg. No.	Locality.	Boundary Measurements.	Area in Sq. Ft.	Annual Rental.	Upset Price.
No. 318.	At the corner of Prince Edward Road and Wai Yee Road, Kowloon.	N. 100 ft. E. 100 ft. S. 100 ft. W. 100 ft.	40,000	34,400	17,800

NEWS IN BRIEF

Owners of motor vehicles, trucks, trolleys, carts, vans and drivers of motor vehicles are notified that Licences for same are due for renewal to-morrow.

Money and jewellery worth \$104 were stolen by a burglar who entered the first floor of No. 2, Elgin-street some time between 5 p.m., on Friday and 7 a.m., yesterday.

Mr. F. M. Hazeland, of No. 3, Bowen-road, reported to the Police that some time between 10 p.m., on Friday and 5 a.m., yesterday, a thief entered his room, the door of which was not locked, and stole money and jewellery worth \$120.

Mr. Lalchand Watanmal, the Sindhi silk and curio exporter, left Hyderabad on June 4 for Bombay, Madras and Colombo. He is expected to arrive here in the middle of August. He is coming to inspect the branches of his firm in Hong Kong, Canton and Shanghai.

Mr. Lim Hoi-lan, head master of Wah Yan College, Hong Kong, was given a farewell party in Messrs. Lane, Crawford's restaurant yesterday afternoon. Mr. Wu Chien-chung (who is also known as Mr. Ng Tai-ping, the former ping-pong champion of Hong Kong) presided. He delivered an eloquent speech to which Mr. Lim made suitable response. Light refreshments were served.

The Blessing of the 18th Hong Kong Group Catholic Cathedral Boy Scouts' Troop Flag will take place at the Roman Catholic Cathedral, Caine-road, to-day, at 11 a.m. The ceremony will be performed by His Lordship Bishop H. Valtorta, assisted by the Clergy, and after the ceremony, the gathering will adjourn to the Scouts' Headquarters for light refreshment.

"Boy! My Usual
Marchant & Soda."

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TASTED,
ALWAYS
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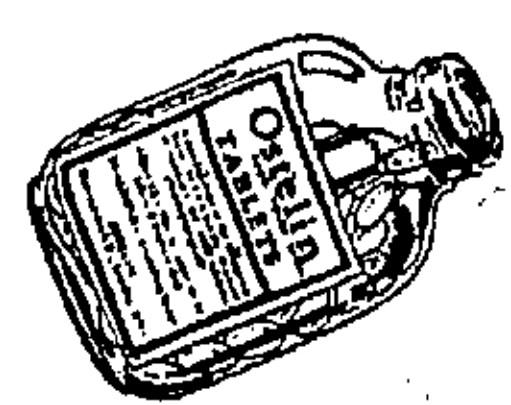
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Ostelin

THE SECRET OF STRENGTH

OSTELIN has all the medical value of Cod Liver Oil, but none of its bad taste. In fact Ostelin is tasteless! No oiliness. No fishy smell. OSTELIN liquid should be given in drops in every baby's feed to guarantee him sound teeth, strong bones and firm flesh. OSTELIN liquid should be given in every growing child's rice soup to prevent rickets, weakness and nervousness. OSTELIN tablets should be taken by every mother-to-be to ease labour, form a strong offspring and keep mother strong, too. OSTELIN is very concentrated. A few drops or a tablet a day are all that is needed to re-establish anyone run-down or nervous through overwork, business trouble or tropical weather. Bottles are obtainable from any dispensary or compradore shop.



Ostelin is the Vitamin D concentrate in Glaxo which makes that milk powder the best available for your baby.

AGENTS:—

W. R. LOXLEY & CO.
Hong Kong & Canton.



WHAT THACKERAY WROTE
IN "THE VIRGINIANS" IS
STILL TRUE TO-DAY—
"There's no better tobacco
& no better brand than
the Three Castles."

Three Castles
CIGARETTES

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 & 9.20.)
To-day and To-morrow—"Fleetwing," a colourful romance of Arabia. With Barry Norton, Dorothy Janis and Ben Bard.
Tuesday and Wednesday—"The Isle of Dreams." A delightful German production. Starring a notable cast of Continental players.
Thursday to Saturday—"Eternal Love," John Barrymore's thrilling drama. Set amid beautiful Alpine scenery. With Camilla Horn and Victor Varconi.

WORLD THEATRE

(At 2.30, 5.15, 7.15 & 9.20.)
To-day and To-morrow—Herbert Brenon's masterly screen version of Warwick Deeping's novel. With H. B. Warner and Anna Q. Nilsson.
Tuesday and Wednesday at 5.15 and 9.20—"The Smart Set," a breezy story of love and polo. Starring William Haines and Alice Day.
Thursday to Saturday—"The Way of All Flesh," a gripping drama portraying the struggle of the soul against flesh. With Emil Jennings, the famous German actor.

STAR THEATRE

(At 5.30 & 9.20.)
Matinees Every Saturday and Sunday at 2.30 p.m.
To-day and To-morrow—"While London Sleeps," another thrilling drama featuring the famous dog star, "Rin-Tin-Tin."
Tuesday and Wednesday—"The American Venus," a bright and entertaining comedy drama. With Esther Ralston and a large supporting cast.
Thursday to Saturday—"Ramona," a stirring tale of love and hate in untamed California in the early days of the Spanish Dons. With Dolores del Rio, Warner Baxter and Roland Drew.

EMIL JENNINGS

"The Way of All Flesh"

"Picture-makers" now realise that what the theatre patrons want are simple, human stories; stories that give a cross section of life. Big moments in life lives, if you choose to put it that way.

"Such a picture as 'The Way of All Flesh' which has given me what I consider to be the most convincing character opportunity of my career. I felt a destiny entered its influence when I first read the story; it seemed to me that the part of August Schiller, the kindly, home-loving but humanly weak bank cashier had been created especially for me. I consider 'The Way of All Flesh' to be the result of the greatest effort, the finest work of my life, even exceeding 'The Last Laugh' and 'Variety' in dramatic simplicity, realism and humaneness."—Emil Jennings.

This dramatic treatment of the sacrifices of one man for his family, of his reaction to the attraction of a worldly woman, after many habit-forming years as a proud father and husband, will be shown at the World Theatre from Thursday to Saturday.

"ISLE OF DREAMS"

Another Fine German Production

COMEDY — DRAMA

According to a northern critic, Shanghai's movie picture patrons have seldom seen a more entertaining picture—in point of acting, theme and production, than Messrs. UFA's "The Isle of Dreams," which was recently shown at the Carlton Theatre, Shanghai.

It embodies all the essentials of a good motion picture. There is the correct proportion of excitement, blended with the requisite quantity of sex appeal. This last, while never transgressing the bounds of good taste, is conveyed in the form of a clandestine love affair of a nobleman who fails to appreciate his very attractive wife.

The picture is of great interest in that it is an example of the adaptation of a typical Hollywood plot to the standards the European artists expression. The acting is particularly good, nor is humour lacking, there being almost a surplus of hearty laughs bred of the story.

"The Isle of Dreams," which will be screened on Tuesday and Wednesday at the Queen's Theatre, is a picture that should not be omitted from the itinerary of the local movie fan.

"RAMONA"

Return of a Notable Picture

When "Ramona" is flashed on the screen at the Star Theatre on Thursday, those who have followed the career of this beautiful Mexican screen star will admit that her portrayal of the little Indian maid whose life is constantly clouded with bitter grief, is the finest effort of her entire career. "Ramona" is a simple story simply told, and the director has faithfully carried out thoughts and implied meanings of Helen Hunt Jackson, its author, when he produced the story for the screen. Like Tolstoy's story, "Resurrection," which also featured Miss del Rio, the director has abided by the original story and has remained within the bounds prescribed by the author. "Ramona" is one of the popular star's finest efforts to date.

FASHION SHOW

A Series of Artistic Tableaux

"The American Venus" will be the feature attraction at the Star Theatre on Tuesday and Wednesday.

The story, written directly for the screen by Townsend Martin, concerns itself with a beauty contest inaugurated by a number of famous artists to find the modern American Venus. Because her father, a manufacturer of beauty creams and lotions, is on the verge of bankruptcy, Esther Ralston sets out to win first prizes so as to stimulate a demand for his products.

A rival complexion cream maker schemes to keep her from winning, but with the help of her fiancé, a go-getter publicity man, she outwits her enemy. A gorgeous fashion show, series of artistic tableaux, scenes in technicolour, an exciting motor cycle race and some daredevil aeroplane stunts are some of the outstanding highlights of the production.

Hobart Bosworth, who plays an important role in John Barrymore's "Eternal Love," was one of the first movie heroes.

The Cinema Page

"SORRELL AND SON"

Herbert Brenon's Delightful Film

Herbert Brenon, who produced "Beau Geste," generally considered to have been the best picture exhibited in 1927 has another success to his credit in the adaptation of Warwick Deeping's story, "Sorrell and Son," which is being shown again to-day and to-morrow at the World Theatre. Both pictures indicate that logic in story and dramatic characterisation are gaining in favour. Born in Ireland, Mr. Brenon has spent most of his life in the United States, and has been a maker of photoplays since the early days of the screen. He made a hobby of pictures without titles, but he made few converts. His adaptation of Sir James Barrie's "Peter Pan"

"FLEETWING"

Colourful Romance Of Arabia

DESERT BACKGROUNDS

"Fleetwing," the Fox Films production adapted from Lambert Hillier's and Elizabeth Pickett's alluring story of the desert, which may be seen to-day and to-morrow at the Queen's Theatre, brings to the screen one of the most colourful romances seen here this season.

The love of Jaafar for Thirya, the dancing girl, enmeshes them both in a mad fight against tribal forces that are stronger than themselves, and they succumb to the tribal law.

About to be sold at auction, Thirya pleads with Jaafar to save her. He flees with her to his father's

LIMEHOUSE STORY

Thrilling Moments in "While London Sleeps"

Rin-Tin-Tin, Warner Bros.' famous dog star, arrives at the Star Theatre to-day in his latest and most thrilling production, "While London Sleeps," a melodrama of Limehouse.

Rinty has stepped out of his usual good-dog characterizations temporarily, and at first plays the dog of a master-criminal, helping his schemes of evil and evading the hands of justice with the rest of the gang. But his master, in a brutal fit of temper, kicks Rinty out and he is befriended by the pretty daughter of police inspector Burke.

Thus comes about the reform of Rin-Tin-Tin, and thus it happens that he is later forced to decide whether to save his old owner or

ADVENTURE ON THE SANDS OF ARABY!

WILLIAM FOX presents



FLEETWING

THE story of a young sheik who defied tribal custom and desert laws, and won from the toils of the harem the girl of his choice!

THRILLS!



With BARRY NORTON DOROTHY JANIS, BEN BARD

A FLAMING ROMANCE OF THE SAHARA!

AT THE QUEEN'S TO-DAY & TO-MORROW AT 2.30, 5.10, 7.15, & 9.20.

brought him back to the forefront of moving-picture production. His great abilities were proved anew in "Beau Geste." The story of "Sorrell and Son" possesses an irresistible appeal to finer sensibilities. As a picture it could be called a masterpiece. In less skillful hands have become cheap melodrama, but Mr. Brenon has entered so intimately into the author's conception that there is an entire absence of incongruity. The scenes in which affection between father and son predominates are never overdone. Altogether it is an extremely interesting picture and well worth a visit.

camp. Happy in his love for Thirya, Jaafar is forgetful of the tribal traditions that here too she must be sold to the highest bidder. The sorrowing father has no way of comforting his son. However, fate holds a card up her sleeve, and the battle-cry of the Wahabites, their hereditary enemies, is heard throughout the hills, which sends them scurrying for cover. The girl is forgotten. Jaafar, heartsick and sore, fights like a

rescue the lovely girl from a dangerous situation.

The supporting cast has been perfectly selected, and Helene Costello plays her first leading dramatic role with finesse. Walter Merrill makes a handsome hero-sweetheart and Otto Mattiesen a ruthless criminal. George Kotsionaros is extremely good in his portrayal of the creature, half-man, half-beast, who carries out the dark schemes of his master. Dewitt Jennings appears as the baffled police inspector.

Movie Correspondence

"P.O."—John Barrymore was recently married to Dolores Costello.

"Kiki."—George O'Brien and Janet Gaynor may be found care Fox Studios, Hollywood, California. George O'Brien is 5ft. 11in. tall. Joe Bonomo is not a "star," but because of his enormous strength, has been given prominent parts in several "thrillers"—mostly serials of the melodramatic type.

The Cinema Page Editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

man possessed and his mad rushes throw the Wahabites into a panic. Wounded, Jaafar begs his friends to end his misery. This they do by placing the yielding form of Thirya in his arms.

Barry Norton plays a significant role in "Fleetwing" and his interpretation of Jaafar is one of the best characterisations of his youthful career. Dorothy Janis, a newcomer to the screen, said to be one of the most promising of recent finds, portrays Thirya, the dancing girl. Ben Bard is cast as Metan, responsible for the villainy. Ervile Alderson, James Anderson and Robert Kortman have important roles. Picture backgrounds of desert and oasis add greatly to the charm of this production.

ALPINE DRAMA

John Barrymore In "Eternal Love"

FINE CAST

Faithlessly acted and directed, at times rising to proportions of epic grandeur in its sweep of story against heroic backgrounds, "Eternal Love," which will be shown at the Queen's Theatre from Thursday to Saturday, will give motion picture audiences a new appreciation of screen drama.

"Eternal Love" is John Barrymore's latest United Artists picture ably directed by Ernest Lubitsch. Camilla Horn, Victor Varconi, Mona Rico, a newcomer, Hobart Bosworth, Bodil Kosing and Evelyn Selbie share supporting honours. It is a story of love and passion, of deep hatreds and givings, of tense moments and breath-taking climaxes.

The high Swiss Alps and the simple folk who dwell in one of the villages provide the locale for "Eternal Love." Barrymore is a dare-devil hunter, a wild blade who rebels at authority. There are two women in his life—one, a spiritual type (Camilla Horn) whom he deeply loves, and the other a haughty, scornful spitzee (Mona Rico), who sets her cap at him. The idyllic romance goes on the rocks when the hunter, befuddled with wine after a mountain carnival, is ensnared into an affair with the girl he doesn't love. The code of the mountains forces him to marry the girl, and his heart-broken sweetheart becomes the bride of the village's wealthiest man (Victor Varconi), a jealous, brooding individual with a lifelong hatred of the dashing hunter.

Camilla tries to forget her sweetheart, but she unconsciously reveals her love for him when he is lost in a storm. Her jealousy-crazed husband tries to kill Barrymore, but is himself killed in a duel.

Barrymore gives a truly remarkable performance in a vastly different kind of role than he has ever played. Without sacrificing any of the romantic appeal that has always been associated with his characterizations, he imbues the part of the hunter with a humanness that has been foreign to many of his parts in the past. The other members of the cast contribute in no small measure to the general excellence of the picture.

WILLIAM HAINES

Popular Comedian in Polo Story

William Haines, the popular hero of many screen comedies, is the star of "The Smart Set," which will be the chief attraction at the World Theatre on Tuesday and Wednesday.

The Haines of "The Smart Set" is a more skilled and artistic comedian than the Haines of "Spring Fever" or "West Point." He has acquired a technique of comedy that is instinctively his own while the romantic appeal of his love scenes with Alice Day, who by the way is an ideal heroine, will leave the flapper palpitating with envy. Haines enters the picture as a typical rich man's son, a lily of the field who toils not but can play polo. By the time the story is ended, he is a man of men, a personage whom any member of the fair sex would be pleased to have defending her home and hearth.

Picturesque scenes of Paris, Monte Carlo and other famous Continental resorts are among the features of "The Isle of Dreams."

FUTURE EVENTS

Films That Are Coming Here

"Forbidden Hours."—A tender drama of love and devotion. With Ramon Novaro, Renee Adoree, Roy D'Arcy, Dorothy Cummins and Edwin Connelly. "Riders of the Dark."—A thrilling frontier romance. Starring Tim McCoy, Roy D'Arcy, Dorothy Dwan and Frank Currier.

"Show People."—A fascinating story of Hollywood. With Marion Davies and William Haines.

"The Belle of Broadway."—The amazing romance in the life of an actress. With Betty Thompson, Edith Yorke and Tom Ricketts.

"Sin Cargo."—A fascinating story of the modern social set. Starring Shirley Mason and Robert Frazer.

"Odette."—A mother-love story of an unusual type. Featuring Francesca Bertini and Warwick Ward.

"Square Crooks."—The story of a black-sheep of society. With Robert Armstrong and Dorothy Dwan.

"A Thief in the Dark."—A delightful mystery-comedy-drama. Starring George Meeker, Doris Hill and Gwen Lee.

"The Farmer's Daughter."—A rural comedy-romance. Featuring Marjorie Beebe and Warren Burke.

Joseph M. Schenck presents

JOHN BARRYMORE



ERNEST LUBITSCH PRODUCTION

ETERNAL LOVE

CAMILLA HORN

Associate Producer, John W. Considine, Jr.

United Artists Picture

John Barrymore's vivid drama of the Alps, which will be screened at the Queen's Theatre from Thursday to Saturday.

A DRAMA OF SCOTLAND YARD, LIMEHOUSE, AND A CLEVER DOG!



WARNER BROS. present
While London Sleeps
STARRING RIN-TIN-TIN
with Helene Costello-Walter Merrill
Story and Direction by WALTER MOROSCO
WARNER BROS. PRODUCTION

AT THE STAR

TO-DAY AT 2.30, 5.30 & 9.20. TO-MORROW AT 5.30 & 9.20

HERBERT BRENON'S PRODUCTION SORRELL and SON

WITH H. B. WARNER ANNA Q. NILSSON ALICE JOYCE NILS ASTHER CARMEL MYERS

A fascinating romance of England produced by the man who made "Peter Pan" and "Beau Geste."

WARWICK DEEPING'S splendid story of a British war hero who was compelled to become a hotel bar porter but "carried on" for the sake of the son he adored!

AT THE WORLD

TO-DAY & TO-MORROW AT 2.30, 5.15, 7.15 & 9.20.



POOR PREACHING

Sermon Spoilers in Church

The "sermon-spoiler" as the cause of poor preaching in church is denounced by the Bishop of Exeter, Lord William Cecil.

In a long communication he has addressed to his diocese the Bishop attributes a great deal of bad preaching to the fault of the laity.

"There are some men," he says, "whom the churchwardens ought really to put into special pews where they cannot be seen, for they do infinite damage to the preaching, especially to the sermons of young preachers."

"The young preacher has, for instance, determined with great diffidence to speak rather than to read an essay. Like most young speakers he is very nervous and self-conscious. He makes a start and gets a little confused. He looks up at his congregation, and he sees such a sermon-spoiler right before him hard at work."

"He has pulled out his watch, which he is looking at ostentatiously. That further disturbs the preacher, who, instead of taking the next point, takes one about five seconds, and therefore leaves his subject rather like a ball of wool with which a kitten has been playing."

"He makes heroic efforts to disentangle his ball of wool with little success. At that moment the sermon-spoiler has stretched out his legs and shut his eyes, or picked up his Prayer Book and begun to read the Table of Affinity. Very red and miserable the preacher somehow finishes his sermon. Neither he nor the congregation know quite what he has said."

Extempore Never More

"The impression left on his mind

is that he has made a most awful fool of himself. As the preacher sadly winds his way home he makes a solemn and unfortunate resolution that nothing will induce him ever to try to speak. He will write an essay and read it out, and so he does."

The Bishop describes the next sermon as a reply to a newspaper article which the congregation has not read. "The sermon-spoiler is again in his pew. This time he yawns ostentatiously. The preacher gabbles his words with the whole air of 'This is a tiresome duty which I must really get finished as soon as possible.'"

"The next sermon," writes the Bishop, "is of a very poor type indeed. It is brief, it has no earnestness; the preacher has lost hope of convincing anybody with it."

The Bishop concludes by saying that "if that man had fallen into different hands he might in time have become a really fine preacher."

TO-DAY'S QUOTATION

Existence may be borne, and the deep root

Of life and suffering makes its firm abode

The bare and desolated bosoms; mute

The cruel labours with the heaviest load.

And the wolf dies in silence,—not bestow'd

In vain should such example be; if they

Things of ignoble or of savage mood.

Endure and shrink not, we of nobler clay

May temper it to bear,—it is but for a day.

—BYRON, Child Harold's Pilgrimage.

ROMAN CATHOLICS

Marking Centenary Of Emancipation

Exactly a hundred years ago on April 13, the Royal Assent was given to a Bill known as the Catholic Emancipation Act, which provided a measure of relief to the Catholics in Britain from the disabilities under which they were suffering. It was, therefore, fitting that the centenary of this important event should be celebrated in a suitable manner.

The inaugural ceremony took place on April 13 at Westminster Cathedral. It was presided over by Cardinal Bourne, Archbishop of Westminster, assisted by three Archbishops, eighteen Bishops, four Mitred Abbots, Monsignori, and Canons, and some hundreds of clergy from various parts of England and Wales.

The service consisted of a Solemn High Mass celebrated by Cardinal Bourne, who had as his assistants Monsignor Canon Howlett, Monsignor Canon Brown, Monsignor Canon Evans and Canons Myers and Hall. The music at the Mass was "Missa Papae Marcelli" (Palestrina). The grand organ was played by Guy Weitz, C.O.C., honorary organist to Cardinal Bourne. The singing was rendered by the combined choir of Westminster Cathedral and the Church of the Sacred Heart, Wimbledon, and conducted by the Rev. L. Long, Mus. Bac.

Honour from Rome

To give special significance to the event the Cardinal, by special permission from Rome, was wearing the Pallium—his insignia of office and jurisdiction, which is worn only on very rare occasions.

At the appointed hour the long procession started on its way singing the Litany of the Saints. As the procession entered the Cathedral the grand organ played "Sacerdos et Pontifex" and the "March Pontificale." The procession was headed by a cross-bearer and acolytes, followed by the secular clergy in choir dress, and the various religious orders in their respective habits—Benedictines in black, Franciscans in brown, Dominicans and Carmelites in white, Jesuits in black.

CHURCH NOTICE

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

FIRST CHURCH OF CHRIST, SCIEN IST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]

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Sunday Service, 11.15 a.m.

Subject: "Christian Science."

The Sunday Sermon is held on Sunday mornings at 10 o'clock.

Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address, open—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5.30 to 7 p.m.

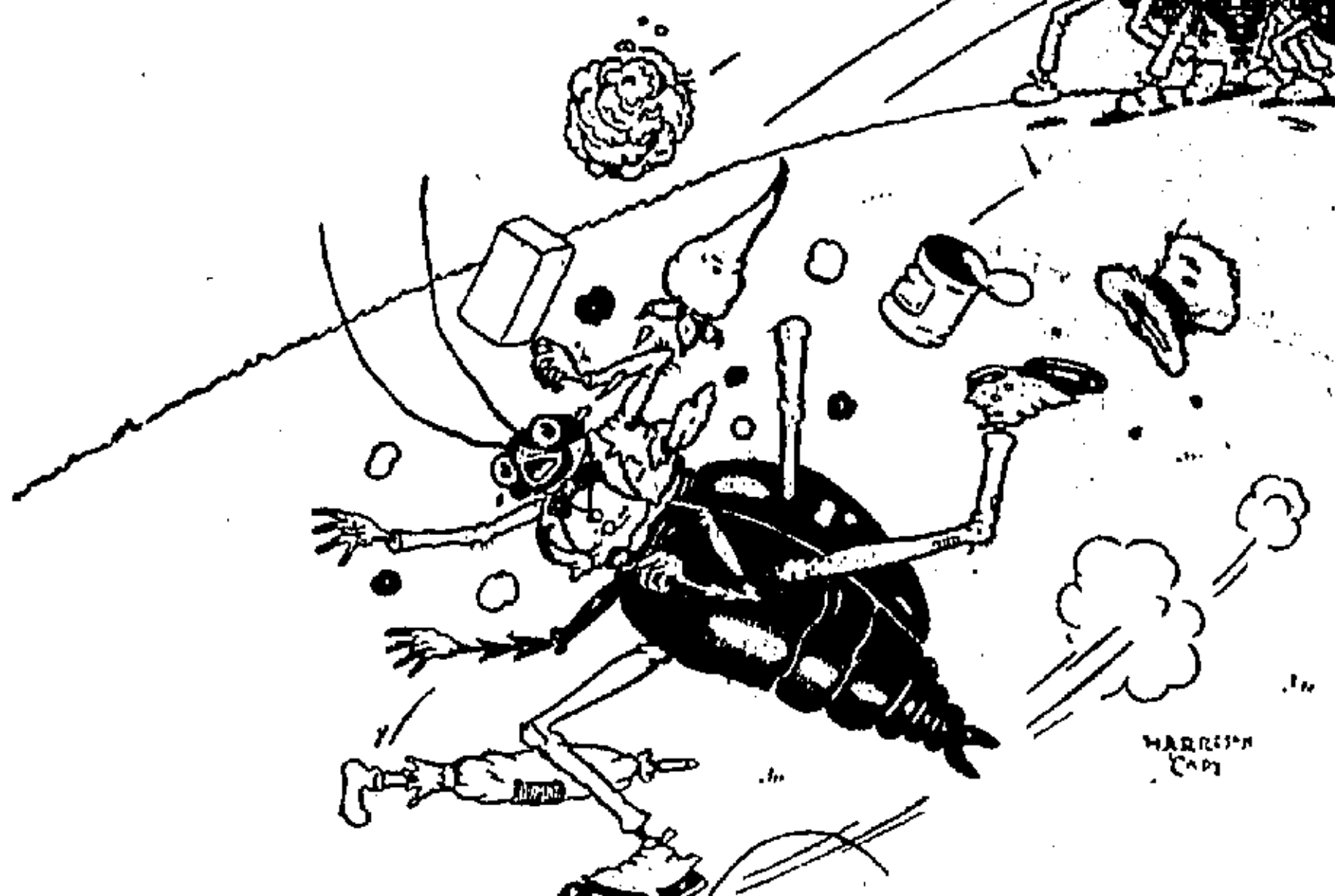
The Public is cordially invited to attend the service and visit the Reading Room.

Another cross-bearer and acolytes preceded the heads of the religious orders, Canons from the various dioceses in England and Wales, Domestic Prelates and Private Chamberlains. A mace-bearer heralded the Bishops and Archbishops and lastly the Cardinal, who presided over the ceremony.

The Pontifical Mass of thanksgiving then commenced, and the Cardinal was conducted to the throne in the sanctuary, where were assembled the Bishops and Abbots wearing their copes and mitres.

At the end of the Mass the Cardinal gave the Papal Blessing and a plenary indulgence, after which the "Te Deum" was sung alternatively by choir and clergy. The procession then re-formed and left the Cathedral.

Long before the appointed hour of the service, the Cathedral was packed to its utmost capacity. Amongst the congregation who occupied reserved seats were Lord and Lady Fitz Alan, the Earl of Iddlesleigh, the Duke of Marlborough, Adele Countess Cadogan, Sir John Gilbert, and Major Vaughan of Courtfield.

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Tory Parliament Ends

Members of the House of Commons met for the prorogation ceremonies with very mixed emotions. It was the end of four and a half years of close association. Except for the upheaval of 1926 they could look back upon no stirring times. All had been placid and unexciting. Yet the moment of parting had its regrets, and scarcely ever has the immediate political future seemed more uncertain. Some sixty M.P.'s are definitely passing from the scene. Almost every one of the others who seeks to return is being opposed at the election. The Government Chief Whip (Commander Eyres-Monsell) heartened his men on the eve of the fight by sending them a "six line Whip" to be in their places on June 25, when the new Parliament has been summoned to assemble. It was a brave gesture, but Members left Westminster last Friday wondering how many would answer the call. The final scene of shaking hands with the Speaker was notable for the presence in a wheeled chair of Mr. T. P. O'Connor, the "Father" of the House of Commons. In spite of an increasing physical frailty the veteran parliamentarian maintains an undiminished interest in men and affairs.

A Deluge of Oratory

A soon as the curtain had fallen upon Parliament the business of the election began to move swiftly. The three party leaders embarked upon energetic speaking tours. The Prime Minister opened his campaign at a great meeting at the Albert Hall, hurried off to Worcestershire for his adoption meeting, and then went to rally the West Country. Mr. Ramsay MacDonald departed on a similar errand to the Seaham division of Durham, a safe Socialist seat vacated for him by the retirement of Mr. Sidney Webb, and thence to Scotland. Mr. Lloyd George, who has two opponents in Carnarvon Boroughs, launched himself into Wales. The last few days of the Parliament produced no debates of moment, but further interesting surveys by Ministers. The only outstanding feature was Mr. Churchill's declaration on the reparations question, arising out of the American proposal at the Paris Conference to modify the Spa percentages in a manner which would throw all the sacrifice upon Great Britain, and would in fact wipe out the share of the Dominions. Mr.

Churchill, while pointing out that the Paris Conference was an independent body which did not commit the Governments concerned, announced definitely that the kind of proposals indicated would be unacceptable to our Government and would in no circumstances be entertained. He had with him the unanimous sentiment of the House. It is clear, in view of Mr. Snowden's attitude on this question, reflected both in Socialist and Liberal quarters, that no British Government of any complexion will consent to the British taxpayer bearing any further sacrifices in the interests of other countries.

Trade Improvement

The trade position of the country was reviewed by Sir Philip Cunliffe-Lister (the President of the Board of Trade) who was optimistic on the whole. The Board now had much more comprehensive figures of production than they had ever possessed before and these figures showed definite progress. Our net trade balance of £150 millions last year was a very remarkable recovery. Compared with 1924 all our exports were up 4.6 per cent, and our manufactured exports 7.8 per cent. Excluding Ireland and mandated territories, the Empire was taking 42 per cent of our total export trade. He was able to continue his story of improvement in the basic industries. In the steel industry production had increased and there was a very definite move towards reorganisation. A great deal of our steel plant, from furnaces onwards, was second to none in the world. It was in blast furnace and coke oven practice that there was real need for improvement and reconstruction, and he had appointed a committee on this subject. The prospects in shipbuilding, one of the best barometers of trade, are satisfactory. New ships are being built because shipowners see increasing business coming forward. Improvement has taken place in the coal trade. Many mines have been re-opened and 80,000 more men have been employed. For the first time for a considerable period the whole of the industry has been working at a profit per ton. Benefit will accrue to the coal industry from the use of pulverised fuel for marine engines, in regard to which experiments are giving increasingly satisfactory results. In the cotton trade, though market prospects do not

show any material advance, there is satisfactory development, in the way of large scale reorganisation, within the industry itself. Turning to miscellaneous matters coming within the scope of the Board of Trade, the President referred to the International Conference on Safety of Life at Sea, then sitting in London. He had every hope that this would result in complete agreement, which would be of value not only to our trade but to everyone who sailed the seas. Finally, as an evidence of the confidence both of industry and the public in the future, Sir Philip mentioned that the monthly average of new issues of capital for United Kingdom purposes last year had reached the remarkable figures of £18,300,000.

Safeguarding Criticism

Mr. A. V. Alexander, one of the ablest men on the Opposition front bench, challenged this Government optimism and conducted a lengthy argument with the President and the Parliamentary Secretary (Mr. H. G. Williams). The Safeguarding policy, in his view, had greatly decreased our re-exports, but the reply to that was that he had omitted from his calculations the transshipments in bond. Mr. Alexander suggested that we were overdoing Empire trade propaganda and that trade with a foreign country was as valuable to us as Empire trade. This is an argument of which much will be heard during the election, but the Socialists are not united upon it, for there is a strong Imperialist section growing up within the Party. Confirmation of the improvement in shipping was supplied from the Liberal benches by Sir Robert Thomas. The best evidence was that the tramp owner, one of the shrewdest individuals he knew, was placing orders for ships. He complained strongly of the overloading of ships by foreign shipowners. This matter was raised in a subsequent debate by Commander Kenworthy. The reply of Sir Philip Cunliffe-Lister was that the difficulty was the enforcing of the law against foreign ships. They had got an influential committee considering the lead line and he wanted to see their final recommendations. He was pretty certain the law required amending, but they had to get the recognition of the principle and practice of the lead line adopted by other countries.

"Absolute Luxury"

Commander Kenworthy's criticisms of the conditions in the Mercantile Marine drew a spirited reply from Sir Durlon Chadwick, speaking as one who had been a seaman, a shipowner, and a Board of Trade Minister. Contrasting present conditions with those when he went to sea, he thought the British seaman was to-day in a condition of

absolute luxury. He strongly denied that British shipowners deliberately overloaded their ships. The House listened with justifiable pride to a recital of Britain's record on war pensions, as outlined by Major Tryon (the Minister of Pensions). There are a million and a half beneficiaries, and we have spent since the end of the War no less than £913,000,000, or as much as France and Germany put together. We adjusted our pensions to meet the rise in the cost of living and they are not to drop with the fall. Though for natural reasons there is a gradual decline in the cost, we shall be spending about £45 million a year for the next ten years. The cost of administration is only 5½d. to every £ of benefits. A scheme is under discussion to enable pensioners to invest part of their pensions to build up a fund for their old age.

Lord Hugh Cecil Takes a Hand

One of the brightest episodes in the general election has been the appearance of Lord Hugh Cecil in a big-type letter in The Times on the subject of Mr. Lloyd George and his colleagues. It is in the best Cecilian vein, and deadly, as one might expect. He has noticed in the advertisement sheets of a newspaper a number of heads of Liberal statesmen grouped round the head of Mr. Lloyd George. They include Viscount Grey, Sir John Simon, and Mr. Runciman. Lord Hugh recalls that during the General Strike these three associated themselves with Lord Oxford in condemning Mr. Lloyd George, who had refused to aid the Government in bringing the strike to an end. "We have done our best in the interests of Liberalism," these three, to work with Mr. Lloyd George in the councils of the party, but we cannot be surprised at your feeling that confidential relations are impossible with one whose instability destroys confidence."

Lord Hugh wants to know if these three will make it plain where they now stand about "Mr. Lloyd George's political untrustworthiness." They used to think the main evil quality of the Coalition Government was that Mr. Lloyd George was the head of it, and that he is, of all leading politicians, the one whose political character the least deserves the confidence of his countrymen. The Liberal Party, he says, has shared the fate of Devonshire House, which has been sold and pulled down, and out of the Lloyd George Fund a new edifice raised on the site—"Panacea House," where one may get a rapid cure for any social ill. If Lord Grey, Sir John Simon, and Mr. Runciman are allowed within its wealthy portals they will not be Mr. Lloyd George's colleagues, "but only his subordinates." An amused public which delights in Lord Hugh's dialectics have noticed that none of these three has replied to him; still less has Mr. Lloyd George.

STANDARD TIME.

Sunrise and Sunset in Hong Kong for July (Standard time of the 120th Meridian, East of Greenwich), are as follow:—

	Sunrise.	Sunset.
July 1	5.42 a.m.	7.11 p.m.
2	5.42	7.11
3	5.42	7.11
4	5.43	7.11
5	5.43	7.11
6	5.43	7.11
7	5.44	7.11
8	5.44	7.11
9	5.44	7.11
10	5.45	7.11
11	5.45	7.11
12	5.46	7.11
13	5.47	7.11
14	5.47	7.11
15	5.48	7.10
16	5.48	7.10
17	5.49	7.10
18	5.49	7.10
19	5.49	7.10
20	5.50	7.09
21	5.50	7.09
22	5.51	7.08
23	5.51	7.08
24	5.51	7.07
25	5.52	7.07
26	5.52	7.06
27	5.53	7.05
28	5.53	7.05
29	5.53	7.05
30	5.54	7.04
31	5.54	7.04

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REALM OF SPORTS

(Continued from Page 1.)

bathing. It is a healthy recreation for men, women and children, and each of us can make it as strenuous or as mild as we please, while at the end of our exertions, instead of streaming with perspiration, as we should after almost any other form of recreation during a tropical summer, we leave the water very much refreshed and cooler than we entered it.

Our Civic Duty

Of course, just at the present time it may be regarded as our civic duty to perform our ablutions in the sea, rather than ashore in water drawn from our reservoirs or brought laboriously from the mainland, the delta of the West River, or even from regions more remote. The greater the number of those among us who take a daily swim in the harbour, the less reservoir water is consumed and the better, therefore, for the whole community. From this point of view I am certain that no one is better pleased at the opening of this bathing pavilion than the Hong Kong Water Authority.

Filled With Admiration

The growth and activities of the South China Athletic Association fill me with admiration. This Association did not exist when I served in Hong Kong as a young man; but it came into being about

to the Government, which in order to encourage the promotion of sport, had allotted to the Association such a fine site; to the Honorary Presidents and members of the Association for their unceasing help, and particularly the three managers of the Swimming Department; to the contractors, Messrs. Hang Lee and Co. and Mr. Sydney Huang; and last but not least, to Messrs. Clarke and Lu, the architects, for the attractive design of the building and for their personal supervision.

Tea and Aquatic Display

Ten was then served on the extension pier, and members of the Association delighted the visitors with an excellent aquatic display.

The Band of the 3/15th Punjab Regiment, by kind permission of Major R. Todd, played throughout the afternoon.

The Guests

The guests presented included: The Hon. Mr. and Mrs. W. T. Southern, Mr. Justice and Mrs. J. R. Wood, the Hon. Mr. and Mrs. J. T. Creasy, the Hon. Sir H. E. and Lady Pollock, the Hon. Com. and Mrs. G. F. Hole, the Hon. Dr. and Mrs. R. W. Wellington, the Hon. Sir Shou-son and Lady Chow, the Hon. Dr. and Mrs. R. H. Kotewall, the Hon. Dr. and Mrs. S. W. Ts'o, the Hon. Mr. and Mrs. J. P. Braga, the Hon. Mr. W. E. L. Shenton, Lady Hon. Tung, Major and Mrs. Todd, Mr. and Mrs. E. W. Carpenter, Mr. and Mrs. H. E. Goldsmith, Mr. H. R. Butter, Mr. E. Ralphs, Mr. A. E.



RUMANIAN ROYALTY.—Celebration of the 10th Anniversary of the Union, at Alba Julia. Left to right: the Prince Regent Nicolai, Queen Marie, the King of Rumania (Michael I) accompanied by his mother, the Princess Helen, and behind may be seen the Regent Patriarch Miron Christia.—(Sport

fourteen years ago, when the Chinese Renaissance began. It had at first, as Mr. Li Yau-tsun tells us, no more than thirty members. This membership has now increased to some four thousand, and there are few forms of sport with which the Association has not identified itself. In addition to swimming, football, baseball, volleyball, basketball, tennis, boxing, ping-pong, racing and billiards are all among its activities. I feel that this interest in athletics is of the utmost benefit to the Chinese community of this Colony. The Hong Kong Government has been glad to provide this site for the Association's bathing pavilion. The structure now erected is a vast improvement on the makeshifts which preceded it and will, I hope, be only the first of many other bathing pavilions hereafter to be erected, both in Hong Kong island and on the mainland. I wish the South China Athletic Association every success. (applause).

A Champion of Her Sex

Lady Clementi then rose to say that generally she was shy at making a speech in public, but on a happy occasion like that she could not help finding her voice to say a few words. She was truly pleased to be present and it was an honour to her to be asked to perform the opening ceremony so shortly after her return to the Colony. In travelling to places here and there she had not found a place half so beautiful as Hong Kong and she must congratulate the S.C.A.A. on having its beautiful bathing pavilion in such pretty surroundings. She wished the Association success and expressed the hope that before long the roll of lady members would equal that of the men.

The Hon. Dr. Kotewall translated both his Excellency's and Lady Clementi's speech in Chinese.

The Chairman Speaks

Mr. O. W. Luke, the Chairman, spoke in Chinese thanking Lady Clementi for the honour she had done to the Association by so graciously consenting to perform the inaugural ceremony. It was a great honour to the Association to have among them His Excellency the Governor, as well as so many of their arduous public duties, had the time to grace the Association with their presence.

The erection of the building occupied only a short space of three months though it was the opinion of many that it could not be completed within so short a time.

The thanks of the Association were due to His Excellency the Governor and Lady Clementi who consented to perform the ceremony under such a scorching sun and their gracious acts would be for ever recorded in the history of the Association. Thanks were also due

Wright, Mr. and Mrs. T. S. Whyte-Smith, Mr. C. D. Melbourne, Mr. and Mrs. B. L. Lewis, Mr. F. K. Ewart (representing the Royal Life Saving Society), Mr. G. A. Lawrence, Mr. and Mrs. H. H. Pegg, Mr. W. Woodward, Mr. C. W. E. Bishop, Mr. R. S. Logan, Mr. and Mrs. A. Morris, Mr. J. C. Clark, Mr. M. Maas, Mr. and Mrs. G. T. May, Mr. A. W. Smith, Mr. C. F. Johnson, Mr. and Mrs. R. Hall, Miss P. Harston, Mr. and Mrs. Hin-shing Lo.

THE BUCKET LINE

From each fountain
Neath the mountain
Runs the lengthy bucket line.
Many a daughter
Howls for water
That her folks at home may dine.

See the rattle
Flight and squabble,
(But the weak ones cry and whine),
When the strongest,
Waiting longest,
Monkey with the bucket line.

Fierce and frightful,
Loud and fightful
Words explode like powder mine.
There's no telling
How this yelling
Will disrupt the bucket line.

But there looms up
And soon comes up
A policeman saturnine.
Noises die down
Many lie down
On the iron bucket line.

If we're clever
We shall never
See again the bucket line.
For we oughter
Get good water
Simply by distilling brine.

—YAN-PHOU LEE.

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Hong Kong 27th June, 1929.

TERRIBLE DEATH

A 19-year-old Chinese girl named
Lam Yuet-ming, of No. 110, Temple-
street, met with a terrible death
on Friday afternoon whilst riding in
tramcar No. 78.

In spite of a warning posted in
the car against leaning over the
railing on the top deck, she foolishly
did so. Her head was struck violently
by another tram which was travel-
ling in the opposite direction and
smashed in. Death was instantane-
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The accident occurred in Quarry
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Langkats (single) \$7 1/2 s
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Shanghai Loans \$7 1/4 s
Rauha \$6 1/4 b
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H.K. & K. Wharves \$124 b
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Ewo Cottons \$13.15 b 13.40 s
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Shanghai Cottons (new) \$74 1/2 b

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Shanghai Lands \$147 b
Humphreys' Estates \$13 1/4 b
H.K. Realities \$7.60 b
H.K. Territorials —
Prince's Buildings —

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Peak Trams (old) \$11.80 n
Peak Trams (new) \$6.06 n
Star Ferries \$65 1/2 s
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China Lights (old) \$13.85 b c Rts.
[12.90 n x Rts.
\$7.90 n Rts.

China Lights (new) —
China Lights 1928 issue —
H.K. Electrics (old) \$55 1/4 b
H.K. Electrics (new) —
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Singapore Pref. \$19 1/6 b
Sandakan Lts. \$2 1/2 s

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Malabar Sugars \$27 n
Canton Ices \$2 b
Cements (comb.) \$8.70 b 8 1/4 sa
[8.80 n
Cements (old) \$7 1/2 s
Cements (new) \$1.40 n
H.K. Ropes (old) \$7 s
H.K. Ropes (new) —
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Stores, &c.

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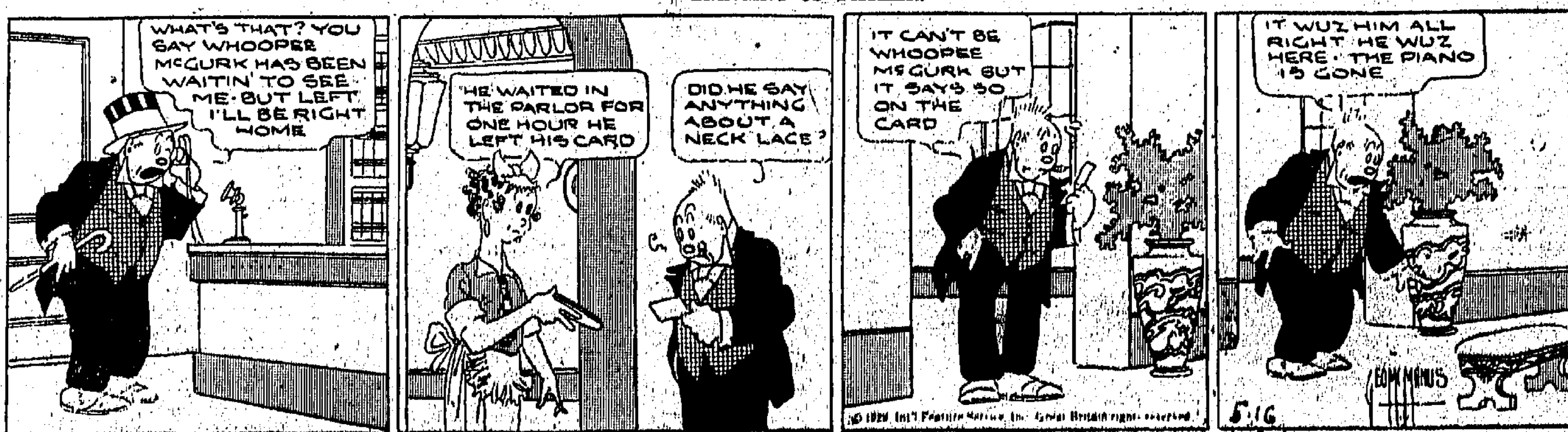
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OR SNIPING EG
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SEER NET ERIN
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STAND O ANDES

BRINGING UP FATHER.



DOMINION DAY

Canada's Confederation Anniversary

TREMENDOUS PROGRESS

July 1, 1929, marks the 62nd anniversary of the Confederation of Dominion of Canada. The day is observed annually as a national holiday and, as in the case of Dominion Day, 1927, when the Prince of Wales and Mr. Stanley Baldwin took part in special Jubilee celebrations, is frequently marked by country-wide commemorations of the event which brought together the British possessions in North America into what is now the oldest and largest of all the Dominions of the Empire.

During the sixty-two years since the coming into force of the British North America Act, Canada has made noted progress. From what had previously been four British North American colonies with an area of 500,000 square miles and a population of 2,500,000, it now comprises nine provinces and the Yukon and North West Territories, the whole covering an area of 3,685,000 square miles and supporting a population of over 10,000,000. But it is largely on account of in-

PLEASE DON'T WASTE WATER

dustrial growth that the last 62 years in Canada have been of significance. In 1897 Canada's output of field crops, which at that time were of prime importance, was worth some \$310,000,000; to-day the similar figure is over ten times as great. Dairy production and mineral output, both of which were practically unknown at Confederation, now represent an annual value of some \$250,000,000 each. Primary forest production has been valued during recent years at over \$200,000,000 while the output of furs and fisheries run to some \$315,000,000 and \$355,000,000 a year respectively.

Manufacturing Field

In the manufacturing field, Canada has now reached the stage where the annual gross value of the products of her industrial establishments amount to well over \$83,000,000,000. The most important individual industries are pulp and paper making, flour milling, slaughtering and meat packing, saw milling, butter and cheese making and automobile manufacturing. The first three of these each account for gross production figures of from \$150,000,000 to \$200,000,000 a year, while the seven leading industries all show a gross value of products of over \$100,000,000 each.

In her growth as a trading nation Canada has also achieved remarkable progress and it may come as a surprise to many to know that the Dominion figures of total export and import trade are now the fifth largest of any country in the world and exceeded only by those of the United Kingdom, United States, France and Germany. Further, Canada's favourable trade balance has in several recent years been the largest of any other of the larger trading countries and her per capita export trade second only to that of New Zealand.

Period of Prosperity

Industrial, agricultural and trading activity have happily brought about a condition of affairs in Canada where the country and its population are now enjoying a period of prosperity which is considered by economic experts to be based on sound foundations and which may be expected to continue for some time. This condition within the country is to no small degree being communicated to other parts of the Empire with whom, through various agencies such as steamship lines and preferential trade agreements, Canada is generally coming in closer touch than had formerly been possible. The sixty-second anniversary of Confederation, and, it is hoped, many succeeding anniversaries will be remembered for the prosperous conditions obtaining through the whole of the country and as a stage in the development of the Dominion which finds her only on the threshold of a greater development which will see her both a stronger entity and also a more powerful link in the bonds of Empire.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to SA. Wyndham Street or Phone C. 4641.

THE KING'S MESSAGE

To Be Published By a Famous Firm

FOR THANK-OFFERING FUND

The following letter from the Hon. Secretary of the "Thank-Offering Fund for the King's Recovery" has been received by Messrs. Raphael Tuck and Sons, Ltd.:

Dear Sirs,—We have heard with much appreciation of your intention to hand to the Thank-Offering Fund the profits of the publication of His Majesty's letter to his subjects. We desire to express our thanks to yourselves and to your co-operating customers in the Stationery Trade for this truly generous action.

We trust that there will be a very large sale, and that the Thank-Offering Fund will benefit, accordingly to the full extent that you contemplate.

Yours faithfully,

Geo. Lawson Johnston.

Honorary Secretary.

The Message

The Message, addressed from Craigwell House and bearing the King's signature in facsimile, will be surrounded by a beautiful allegorical border, full of poetic meaning, specially painted by Mr. Bernard Gribble.

On the left-hand side is a ship in full sail, struggling in a storm-swept sea, while opposite, the same ship is returning safe and sound in calm and peaceful waters.

Above are the Arms of the Dominions and Colonies, in the centre of which are the Royal Armorial Bearings.

Below the Royal Message is a portrait of the King at his desk, pen in hand, in the act of writing, flanked on either side by a picture of Buckingham Palace and Westminster Abbey.

The message will be published by Messrs. Tuck in three colours.

"THE GEISHA"

Philharmonic Society's New Departure

AN EARLY INTIMATION

Lovers of music in the Colony will no doubt be interested to know that, after careful consideration, the Philharmonic Society have decided to make a departure from the type of opera production, and to concentrate on the realm of musical comedy is to be made, the Committee having decided to produce "The Geisha" in December next.

Mr. W. H. Fitz-Earle will again wield the baton, and the public, with their memories of "Merrie England" and "Tom Jones," will not need to be assured that the musical part of the production will be in safe hands.

Much to the regret of the Society, the President, Mr. W. W. Hornell, has had to tender his resignation on returning to England for a well-earned furlough, but Professor W. Brown has stepped into the breach, and it is hoped that, under his leadership, and with the support of the musical people of the Colony, the Society will be as successful as it has been in the past.

SENNET FRERES

Dissolution Sale Offers Many Bargains

The liquidation sale at present being held at Sennet Freres offers an excellent opportunity to purchase jewellery, watches, crystal etc., etc., at exceptionally low prices. The entire stock of this old established firm being offered for sale, and the reputation which their business has won and maintained through many years' trading in this Colony is a sure guarantee of the quality of the goods which are being offered.

A USEFUL REMEDY

With the danger of drinking impure water ever present during the water shortage, the following is a recipe for cholera, typhoid, ptomaine poisoning, abdominal influenza, belly aches, chills, etc., if taken as soon as the symptoms make themselves felt:—

Spirit Ethers (spirits of ether), m. xxx (30 drops).
Oleum Caryophylli (oil of cloves), m. v. (5 drops).
Oleum Cajuputi (cayuputi oil), m. v. (5 drops).
Oleum Juniperi (juniper oil), m. v. (5 drops).
Acidum Sulphuricum Aromaticum (aromatic sulphuric acid), m. xv. (15 drops).

Dose. One teaspoon in one tablespoonful of water every half hour until patient feels perfectly well. The usual number of doses required is 10. In cases of severe vomiting half a teaspoonful in two tablespoonful of water to be sipped every quarter of an hour until patient feels well. The usual number of doses required to cure is 20. This recipe is taken from a paper by Dr. Alex. Cannon on "A New Era in the Treatment of Cholera," published in the "Caduceus" in March, 1927.

LETTERS & RADIO

Addresses Which Cannot Be Traced

POST OFFICE LIST

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government building:—

Poste Restante Correspondence

W. Bray, Mrs. G. Bonavita, Mrs. A. C. Ball, Mary Burt, A. L. Buell, Margaret Carter, R. Darnell, Mrs. L. R. Frazier, R. W. Fitzwilliam, Louis Gorris, Lady Gibson-Craig, Rev. C. Guergis, R. Hichens, Capt. D. S. Harvey, L. W. Heinicke, Capt. Day Kearney (s.a. "Gogovale"), A. L. King, M. S. Kapur, J. Louie, A. G. Major, Mrs. J. S. MacLaurin, D. J. O'Brien, R. S. Pigott, E. Riley, C. Ritter, E. Ravera, A. W. Sander, S. W. Smith, Jones Tuley, J. Turville, H. B. Williams, W. B. Whishaw, Miss V. Wilcox, Rev. W. Winter, B. Zipper.

Unpaid Correspondence

A. Hitchcock, Manrodel Rosa, R. M. Ying.

J. T. Brainerd, R. Blau (c/o H. K. Hotel), Boris Bogoroditzky, S. S. Blinds, G. T. Dreifuss, Lady Gibson-Craig-Carmichael, the Haven Co. (Radio Supplies), Miss N. Jourevleva, Isao Kadoike, Mrs. O. V. Lembich, M. Marche-Marchade, Mlle. A. May, Louis Munoz, Karei Pappie, Messrs. L. Pingamall, J. M. Rowan (s.a. "Baron Minto"), Peter Tester, General Wu Chung-dok, B. Zipper.

Unclaimed Radio Telegrams

Address. From.

Chun Shun-chong Pontianak
Hip Yuen-shun Keelung
Lod Toncity Semarang
Urgent 0622 Chungking
263 Wuchow
3200 Manila
Urgent 0490 Chungking
Uit Yuen Fat-chong, 90, Connaught Rd. W. Vancouver, B.C.
Ytallis Manila
Urgent 0063 Canton
Tsai, 29, 3rd Floor First St., Salyingpun Hoihow
Waterfall Cholon
4102, 2975, 2748, 0005, 2869, 3057, 2490, 6855, 7089, 0613, 0451, Xkong, 0712, 0639, 6180, Donshan
7022, 0074, 3641, 4848, 7193, 6567, Pingnan
Cheu Tai C-Heong Seattle, Wn.
1707 Taihoku
Hong On-lai Manila
Meing On-lai Taihoku
Meing On-lai Batavia
Yee Yick Macao
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0364 Canton
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Lividity Keelung
Che Brothers Haiphong
Magpie Takao
Davalay Aeneas
Goldenpond Canton
Hoffmann Diehl, Repulse Bay, Manila
6363 Canton
Leinmad Saigon
Vanduphat Ninhhoa
P. Smith, Astor Hotel Honolulu
6363 Canton
Lai Wing, c/o Kee Loong St., Shumshuipoo, "Pres. Madison" Seattle
Wong Fun Canton
1347 Canton
Leinmad Saigon
Singrub Saigon
1106 Ningpo
Oelt Jong-hauw, Care Trading, Semarang
Tai Wing, 7, Wan Hookal, Norkangkai Hoihow
Harold Roberts, Post Restante, Soerabaja
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Emcario Rajputana
Chan Kam-kee Quinooon
5686, 1571, 0866, 3932, 2770, Hoihow
Kingbird Boston Mass
Mr. Cheng Tse-sheng, c/o Chin Chen, Tai Tung Hotel, Macao
0022, 3883, 1795, 6534, 6670, 0862, 0577 Suncheong
Gerondal Francis Garnier
Kwan Tak Saigon
6424, 6631, 4357 Wuchow
Cosloo Cherbon
Chun Cheung-hing New York
Bownlung Canton
8141, 1344 Swatow
Yin Chau-tin, 1626, 6179, 6670, 7120, 3189 Swatow
6639, 2464, 1648 Macao
Chingo on Chan, "Empress of Russia" Canton

Donshan

7022, 0074, 3641, 4848, 7193, 6567, Pingnan

Cheu Tai C-Heong Seattle, Wn.

1707 Taihoku

Hong On-lai Manila

Meing On-lai Taihoku

Meing On-lai Batavia

Yee Yick Macao

Toang Seng Cholon

0364 Canton

Napery Cholon

Lividity Keelung

Che Brothers Haiphong

Magpie Takao

Davalay Aeneas

Goldenpond Canton

Hoffmann Diehl, Repulse Bay, Manila

6363 Canton

Leinmad Saigon

Vanduphat Ninhhoa

P. Smith, Astor Hotel Honolulu

6363 Canton

Lai Wing, c/o Kee Loong St., Shumshuipoo, "Pres. Madison" Seattle

Wong Fun Canton

1347 Canton

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CLEAN SWEEP

NOW ON

NEW BARGAIN LOTS ARE FEATURED EACH DAY

EVERYTHING MUST BE CLEARED REGARDLESS OF COST

From every nook and corner of the Store we have found much desirable merchandise that for one reason or another must be cleared away at once. Some groups represent odd lots and no more like goods can be had. Others cannot be carried over to next season for obvious style reasons. Other choice lots are overstocks for this time of the year and must be reduced and turned into cash. All possessing desirable qualities well worth investigating.

THOUSANDS OF BARGAINS TO CHOOSE FROM

CALL EARLY TO AVOID DISAPPOINTMENT

YEE SANG FAT CO.

The Store That Saves You Money.

EASTERN PORTS

Plague, Cholera And Small-Pox

The health bulletins of Eastern ports for the week ended June 22, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths:—
Plague: Tamlave (1), Bagdad 7 (2), Bassein (1), Bombay (3), Rangoon (2), Colombo 1 (1), Saigon 1. Cholera: Calcutta (57), Rangoon (4), Bangkok 9 (5), Pnom Penh 2, Saigon 55 (49), Amoy 3, Canton 6 (3), Tuticorin 15 (10). Small-pox: Aden 10 (6), Basrah 1, Bombay 36 (27), Calcutta 8 (7), Karachi 10 (7), Madras 26 (8), Ceylan 1, Vizagapatnam 2 (1). Measles 5 (4), Pnom Penh 2, Shanghai (2), Canton 6, Dairen 4 (1), Swatow (12). Cerebro-Spinal Meningitis: Balik Papan 2 (1), Shanghai (12).

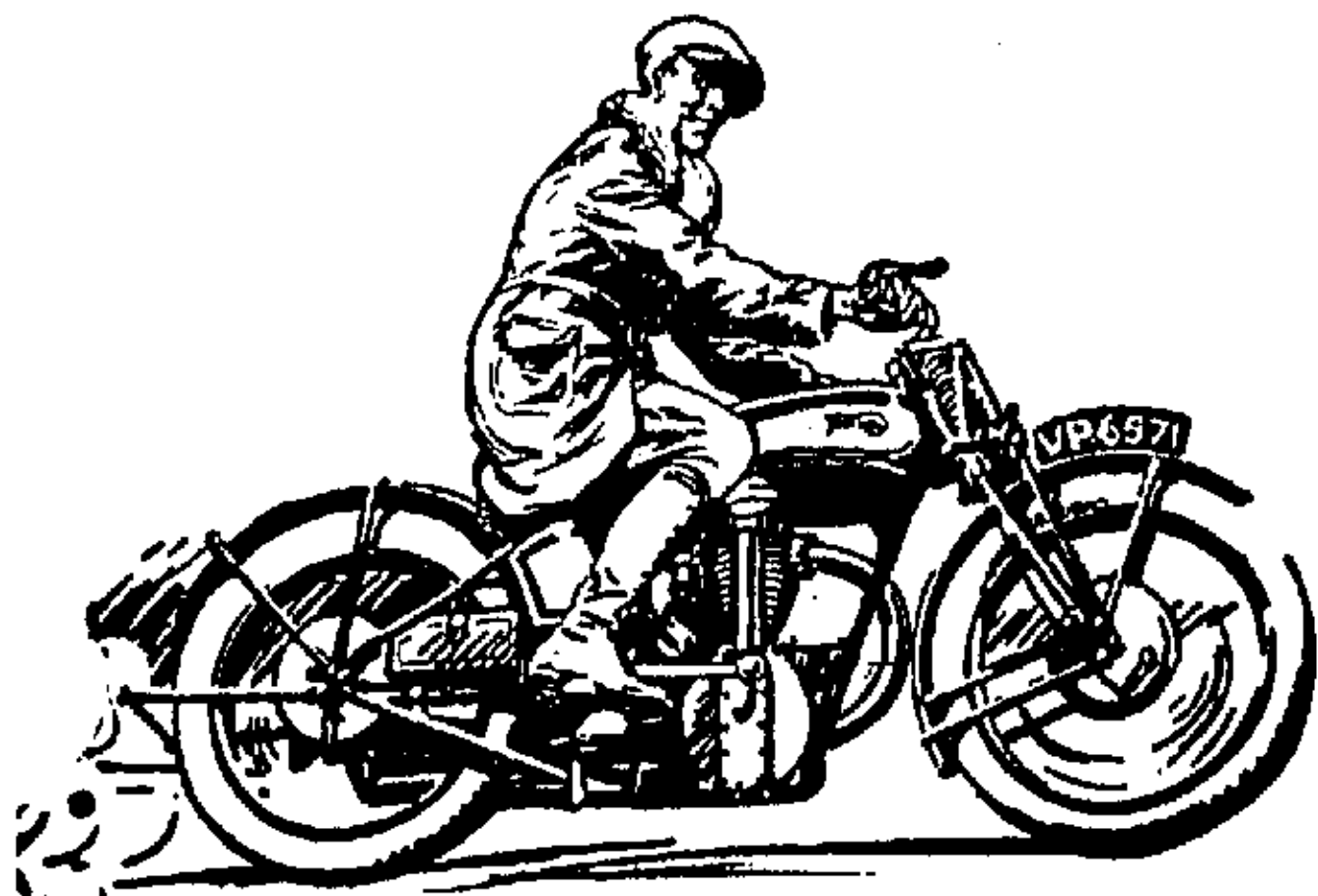
PASSENGER LIST

DEPARTURES

Passengers per s.s. "Kashima Maru" for Europe on June 29:—
Mr. K. Nishimoto, Mr. Y. Nishimoto, Mr. M. Hosokawa, Mr. I. Marcus, Mr. and Mrs. T. Sova, Mr. J. Kobayashi, Mr. D. Samuel, Mr. O. W. Grevenmuhl, Mr. A. S. de Jesus, Mr. T. Shimada, Mr. T. Eifaku, Mr. I. Ohtsuka, Capt. and Mrs. I. Satoh, Mr. X. Imai, Mr. E. Eishi, Mrs. G. Lowe, Mr. and Mrs. S. Fujise, Mr. A. M. Birchall, Marshall D. Draper, Mr. N. Takahashi, Mr. T. Hongoh, Mr. N. Okazaki, Mr. H. Fujiki, Mr. J. Nakao, Mr. T. Uemura, Capt. and Mrs. N. Namura, L. Comdr. E. Imazumi, Mr. S. Ishizawa, Mr. and Mrs. A. Vnich, Mr. and Mrs. R. P. Ayres, Mr. A. R. Coberoff, Madame J. M. Mouzet, Mr. and Mrs. R. F. Angas, Mrs. M. Ishihara, Mrs. K. Iguchi, Mrs. A. Wight, Mr. Wai Wing-choy, Mr. A. Berloz, Miss Marguerite Wight, Miss Muriel Wight, Mr. S. Kaneko, Mr. R. Shimada, Mr. M. Okamura, Mr. T. Yanase, Mr. M. Yamamoto, Mr. H. Hayashi, Mr. and Mrs. T. Iguchi, Mr. Van Lowe, Mrs. C. A. Monber, Mr. T. Kubo, Mr. H. Shimazaki, Miss Marguerite W. Coberoff, Mr. T. Eifaku, Mrs. G. Lowe, Mr. P. 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First In the World's Classic Races!



NORTON MOTOR CYCLES

It is the combination of perfect design and construction that set up this wonderful record of success. Let NORTON efficiency provide perfect motor-cycling for you. See or write for particulars of these models —

IN STOCK

4.00. H.P. OVERHEAD VALVE
4.90. H.P. OVERHEAD CAMSHAFT

You will be proud to own one.

THE SINCERE CO., LTD.
SOLE AGENTS

Enjoy the Summer

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350 c.c. Side or Overhead Valve

THE NEW

500 c.c. Single

THE FAMOUS

750 c.c. Small Twin.

THE SUPER

1,000 c.c. Big Twin.

(For Solo or Side-car)

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A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.

STILL VICTORIOUS
WORLD'S ROAD RECORD OF 24 HOURS
THE BOL D'OR
A TWENTY-FOUR-HOUR HIGH SPEED
RELIABILITY TRIAL

ONLY ONE 350 c.c. MONET-GOYON ENTERED
FOR THIS RACE OF 25 COMPETITORS

RESULTS: —

350 c.c. 1st MONET-GOYON

(record beaten of 138 Km.)

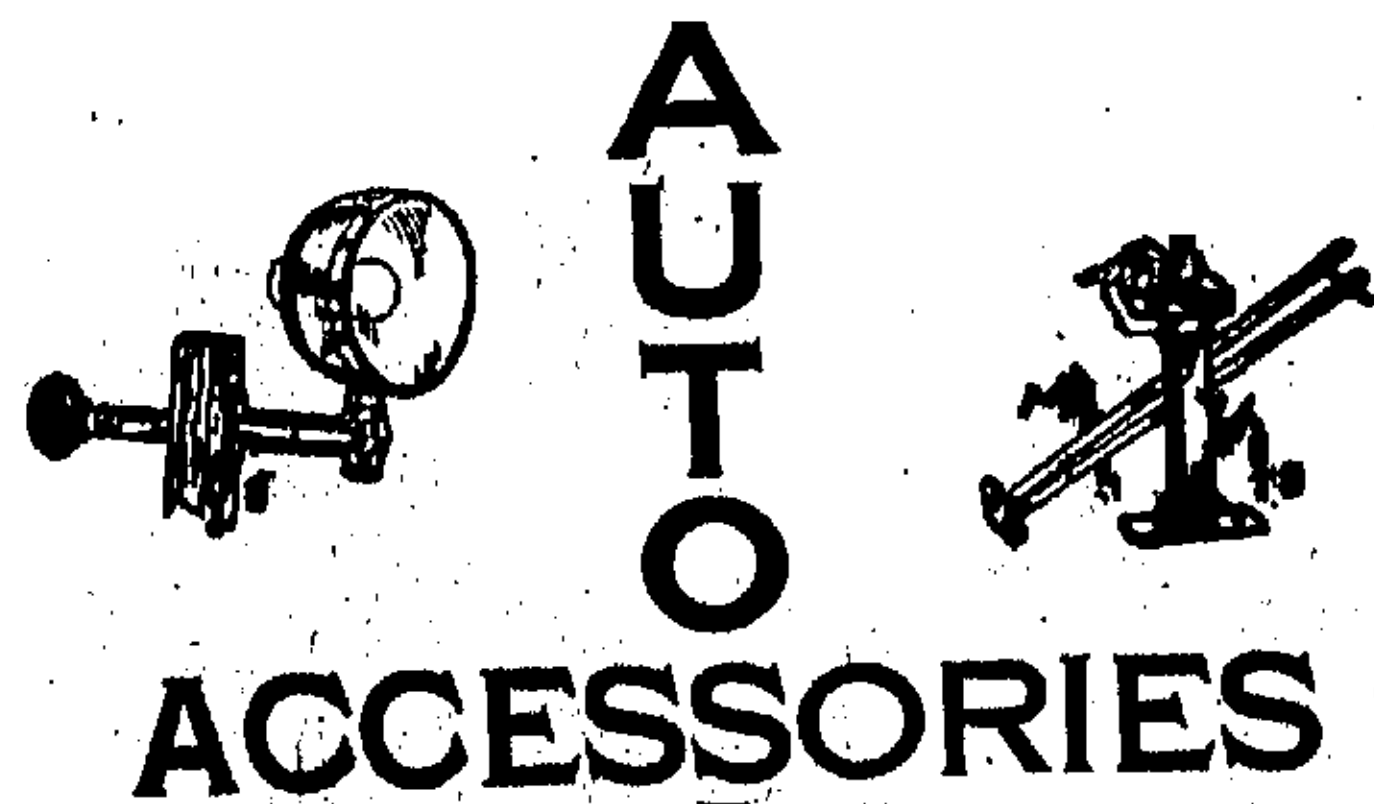
500 c.c. 1st GILLET D'HERSTAL

NEW SHIPMENT OF THESE

FAMOUS MODELS EXPECTED AT AN EARLY DATE

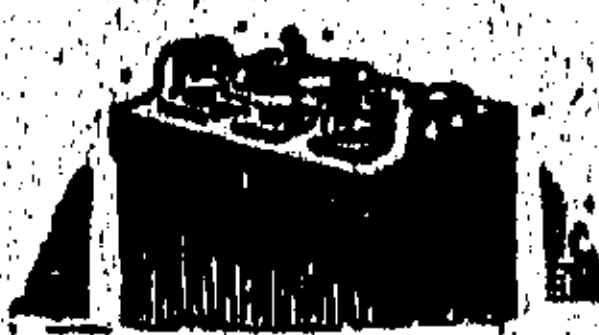
Easy Payments Arranged.

THE FRENCH MOTOR CYCLE CO.,
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THE REPUBLIC MOTOR CO. OF CHINA.
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Spare Parts
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etc., etc.



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Accessories,
etc., etc.

OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

To-day's Hint

Most carbon deposits in an engine come from the petrol and dust and dirt sucked through the carburettor and not from oil, as is the popular opinion.

British Cars in Fiji

British motor cars worth £11,000 have been exported in a year to Fiji, where in 1905, when the first car arrived in the Islands, a committee of devil doctors was formed to exterminate the monsters thought to be concealed under the bonnet.

Brazil Chooses Wisely

Rio de Janeiro, realising the necessity for dealing adequately with the transportation needs of its population, is operating over 36 routes of motor omnibuses, covering a total distance of over 230 miles. Of the 309 vehicles utilised it is interesting to record that British-built vehicles head the list, there being 121 Guy buses in use.

Mass Production

In this era of mass-produced cars it is interesting to note how the practice has spread to aircraft construction. The De Havilland Aircraft Company are now turning out between 50 and 60 Moth light aeroplanes per week. The figure is all the more surprising when one considers that the majority of these machines are sold for civil aviation.

Thornycroft Aid to Industry

The big schemes of electrification now being put into operation by the Government for the distribution of electrical power, etc., are bringing business to firms outside the electrical industries as is evidenced by a repeat order placed by the Pirelli General Cable Works, Ltd., of Southampton for two Thornycroft type "A3" subsidy rigid six-wheeled hinged sided lorries. The Pirelli Company already have few similar Thornycroft six-wheeled lorries which they are finding admirably suitable for their particular needs.

Overseas Business

Two months ago the Associated Equipment Co., Ltd., shipped to Australia 11 Model "509" double deck chassis, which have been purchased by the Melbourne Tramways. Two single deck bus chassis have also recently been shipped to Melbourne to have bodies mounted, for service in that City. Mr. A. A. Hammond, Engineer-Representative of The Associated Equipment Co., Ltd., is returning to England on a short leave, for the purpose of discussing prospects in South America and types of vehicles best suited to meet the requirements in that country.

Persian Buys British

A special travelling horse box for carrying two horses with grooms has recently been supplied to His Imperial Majesty, the Shah of Persia. In view of the conditions in which such a vehicle is called upon to operate, an Albion 30/60 h.p. low load line bus chassis was selected for this purpose, and was fitted with a special body by the National Motor Horse Box Co. Albion bus chassis, which are of course manufactured by the Albion Motor Car Co., Ltd., of Glasgow, have made for themselves a very high reputation for reliability and smooth riding, both of which are, of course, essential in a vehicle of this nature.

Careless Walkers

"The Daily Mail" gives some striking illustrations from actual observation of the carelessness of pedestrians in London which helps to keep the death toll of the Metropolis at the deplorable figure of 4 each day. It publishes the chief causes of fatal accidents to pedestrians as revealed from statistics obtained from Scotland Yard. They are here given in their sequences of importance:

1. Crossing the road without due care.
2. Passing between, behind, or in front of, stationary vehicles.
3. Hesitating or faltering.
4. Stepping off refugees without due care.
5. Not looking when leaving a vehicle.

In Germany

The number of cars stolen in Germany increased from 460 in 1927 to 1,130 last year; however, the police recovered 96 per cent. of the stolen vehicles.

World's Largest Bridge

It is anticipated that the Hudson River bridge—a cantilever structure some 5,350 ft. long—will be completed by the year 1932. It was started in 1926.

Only at Danger Spots

It is interesting to learn that, so far as the London Metropolitan Police are concerned, speed traps are only set in places considered to be dangerous. A tip for Johannesburg.

Sir Eric Geddes Returns

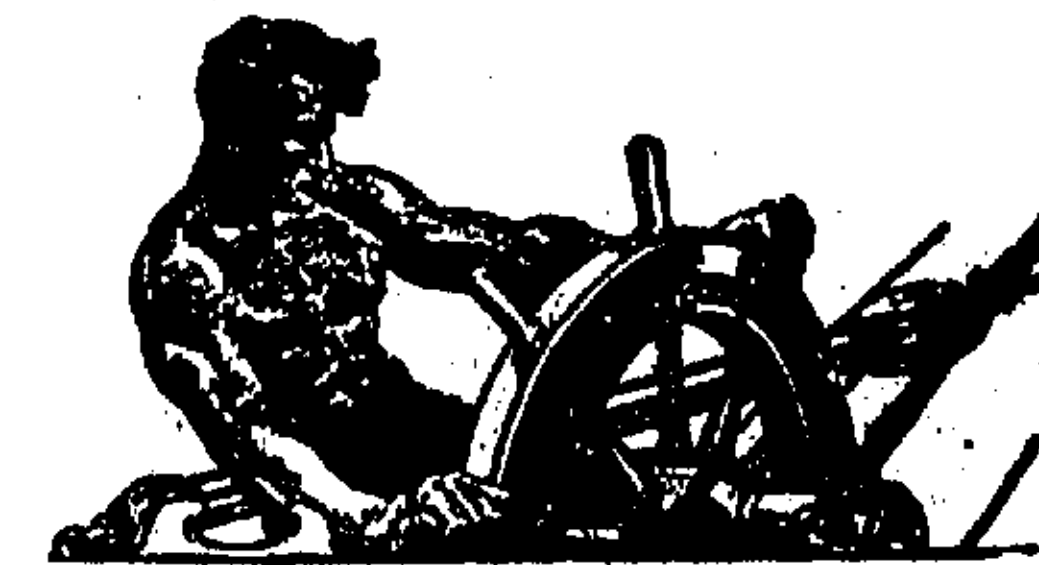
Sir Eric Geddes, chairman of the Dunlop Organisation, has returned to London from his business visit to Australia and Singapore. The tour lasted three and a half months.

Young Cinder Shifter

Seven-year-old Walter Brierley, of Edinburgh, can lay claim to the distinction of being Britain's youngest dirt-track rider. Scottish dirt-track enthusiasts are to have an early opportunity of seeing him and his miniature "model."

A British Marine Motor For U.S.A.

It is not often that a British Motor Boat and British Marine Motor Engine are specified by users in the U.S.A. There is, therefore, the more satisfaction in recording that the Ailsa Craig Motor Co., Ltd., of Chiswick have recently received an order for one of their Kid engines from an owner in Detroit. It will be installed in a boat which is also being built by Messrs. Coaker and Lavers. The engine will be the new Electric model which is fitted with two-unit starting and lighting equipment and Delco-Remy Coil Ignition and is thus an outfit which should appeal to users in America.



You'll Steer a Safe Course.

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'Make the chart your guide'

FOR YOUR CAR.

HANDY GUIDE

"Motor Cycling Manual"

The eighth edition of "Motor Cycling Manual" just published has been brought right up-to-date by extensive revision and re-illustrating. Developments in motor cycle design have been important and continuous, resulting in greater efficiency, economy of upkeep and improved appearance.

Whilst the subject is treated right from the beginning in so simple and readable a manner that a complete motorcycling education is provided for the novice, there is also complete information on the latest designs of motorcycles, engines, carburettors, valve gear, brake systems, transmission, frames, side-cars, electric lighting, accessories, etc.

The art of driving, the cultivation

tion of "road sense" to meet modern traffic conditions and road work, in general with a motorcycle or combination are fully dealt with, as also are maintenance and the care and upkeep of a motorcycle.

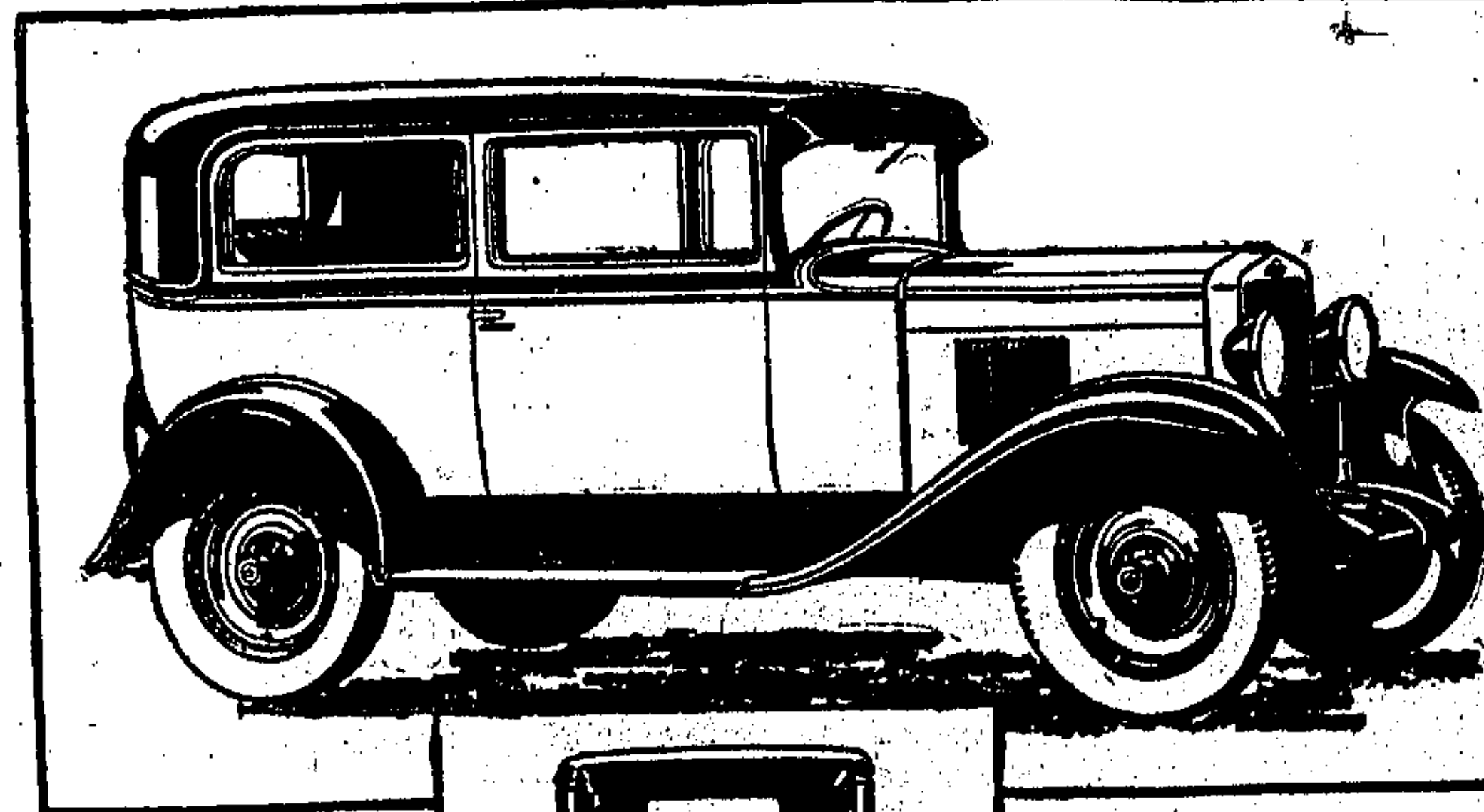
This thoroughly practical handbook is published by Temple Press Ltd., 1-15, Rosebery Avenue, London, E.C.1, price 2s. 6d net and post free 2s. 10d.

During a motor race on the road at Stendal, near Berlin, a car crashed into a tree at 100 miles an hour and two persons were killed.

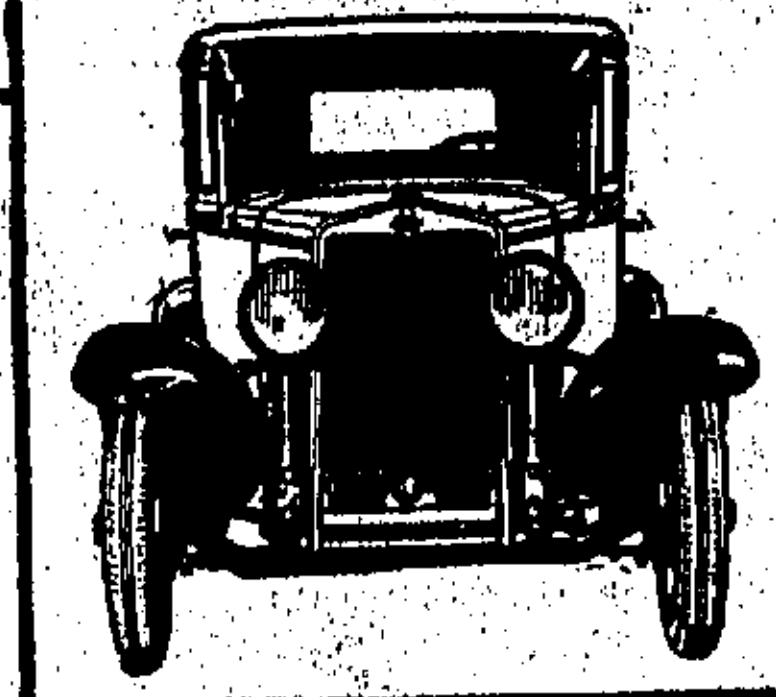
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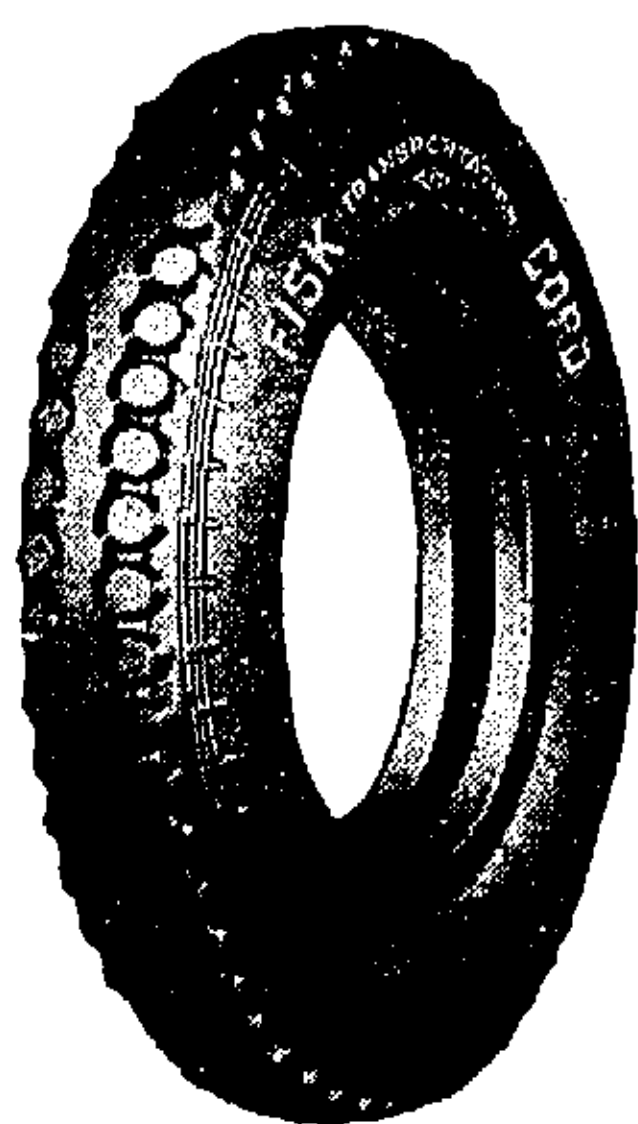
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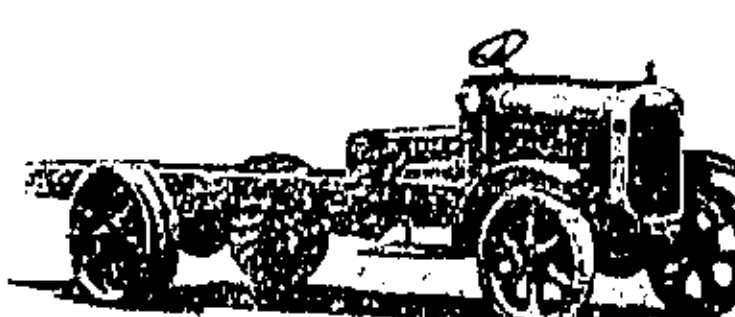
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FEDERAL SPEED
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Telephone C. 1658 & C. 3322.

NEW IN BEAUTY

Dodge Brothers' New Six

FEATURES OF REFINEMENT

New in beauty, brilliant in performance, exceptionally powerful, stylishly different, and with characteristic dependability, the new Dodge Brothers' Six is a motor car that even the most critical of motorists will view with satisfaction.

Advanced engineering is evident throughout the construction of this car. Features of refinement, of comfort, and of design combine to produce an individuality that makes it truly a car of distinction.

To view this car is to admire it. To drive it and to feel its abundant power, to see its flexibility, its unusual ease of operation, its remarkable pick up, its comfort and its luxury, is indeed a revelation.

See the New Six at the South China Motor Car Co., No. 38, Des Voeux-road Central, and convince yourself that here is new style in motor cars — unusually graceful body lines; pleasing colour combinations; exceptional beauty; remarkable performance; and real quality — everything that is to be desired in a really fine motor car.

Two models are already here — the De Luxe Sedan, and the Sedan — whilst another, the Roadster, is due to arrive to-morrow (July 1).

De Luxe Sedan

This is a car of striking beauty and real luxury, qualities which are at once evident even at a superficial scrutiny. It is undoubtedly a car with individuality that commands attention wherever it is seen. Unusually well-proportioned, its sweeping roof and body lines, and its pleasing colour combinations make it a car of beauty. Its sturdy engine, its massive chassis, and its careful construction, make it a car of strength and power.

A richly finished interior harmonises with the exterior beauty. Upholstery of a fine quality of mohair covers the large, luxurious seat cushions. Ample roominess is at once evident; and finely designed fittings, such as the door handles, the window regulators, the oval corner lights, and the silk assist cords, add that sense of satisfaction that can be found only in a car of this type. Truly, it is a car of distinctive style.

The Sedan

Here is a Sedan of modern design and exclusive beauty. It is a car for the family — beautifully finished inside and out, well-appointed, stylish, yet conservative.

The body is Mono-piece construction, its graceful curves, its pleasing colour combinations and designs, all are expressive of unlimited power and speed. Its upholstery of fine quality genuine mohair and its artistically designed fittings, conveniently located, are indicative of quality and simplicity. There is plenty of head room and leg room in both the front and rear compartments.

Speedy, safe, comfortable, and dependable transportation is assured the owner of this model.

The Engine

The engine of both models is as under:—

Six cylinder; L-head; bore 3.3/8 inches; stroke 3.7/8 inches; piston displacement 207.99 cubic inches; N.A.C.C. rating 27.34 horse-power; cylinders cast in block; crankshaft is completely machined. Seven main bearings — total length 10.17/64 inches. Unit power plant.

Chassis: The Dodge Brothers New Six chassis is sturdy, rigid, and of clean-cut design. The deep channel-steel frame affords unusual strength, due to five strong cross members in addition to the front engine support which forms a sixth.

Mechanically the New Six by Dodge Brothers is a masterpiece — a car far in advance to any other in its price class and equal to many cars selling for much more.

The large seven-bearing crankshaft is completely machined and so perfectly balanced that vibration has been reduced to an absolute minimum. By perfect alignment of the seven bearings, internal wear has been materially reduced and long engine life is assured.

Even Engine Power

Anyone who drives this new car cannot but be particularly impressed by the smooth, even flow of power that comes from its engine. A high-compression cylinder head provides a more rapid combustion due to the fact that the spark plug is located at the centre of the compressed gas. The engine operated smoothly at both high and low speeds and the design of the cylinder head eliminates any tendency to knock.

Invar-strut aluminium pistons are light, extremely strong, and well balanced. They mean longer life to the engine, for they will endure great wear and will maintain a correct fit in the cylinders.

Wide-faced transmission gears assure an exceptionally quiet transmission and are long wearing. They are built to last the life of the car. The staunch rear axle has double thrust-absorbing roller bearings at the wheels. This axle, by absorbing

the road shocks without transmitting them to the differential, provides long life and quiet operation of this part of the car.

Sureness of Operation

Internal expanding hydraulic four-wheel brakes provide a sureness of operation and safety that is so essential in a high-powered car of this type.

An exhaust manifold that ejects the hot gases from the front of the engine rather than at the rear keeps the driver's compartment free from engine heat, thereby promoting comfort.

An oil filter, a gasoline filter, and an air cleaner are features that assure longer life to the engine. A manifold heater controlled from the instrument panel provides better operation of the engine in cold weather. Light controls are placed on the steering wheel for convenience.

These and other features of the new Dodge Brothers' Six prove the value that has been built into the car. Precision of workmanship and forethought are evident throughout its entire construction. It is truly a car of dependability that is worthy to carry the name of Dodge Brothers, and worthy of any owner who can proudly place it under the most critical scrutiny of the most exacting of his motorist friends.

—MECCANO.

BE CAREFUL

Admonitions to Drivers

We feel constrained in view of the undiminished number of motor accidents to print the following admonitions. A man may have a mechanically perfect car, but because of careless driving he may cause an accident that results in serious injury or death to himself or others. Reckless driving is not a demonstration of skill. A moment or two saved to-day by reckless speeding is not efficiency, for speeding to-morrow may result in a smash that will lay up the car for several days and you for several months. Hurrying to get ahead of a train, a tram car or another vehicle saves only a moment or two at the ultimate destination, and the gain is not worth the price; there is too much danger of accident.

The best drivers are especially careful at dusk or twilight. There is then neither enough daylight nor sufficient artificial light to make objects distinguishable at ordinary distances. Slow up for all turns in the road. Blind corners are dangerous. When it is impossible to see what is coming from around the corner, be prepared to stop. Sound horn a short distance before the corner.

Passing Other Vehicles

When attempting to pass another vehicle going in the same direction, start turning out (to the right) at least seventy-five feet to the rear. If you get up too close your view of the road ahead is obstructed and you may turn directly in front of another car coming toward you. When you have passed a car do not cut back into the road nor slow down too soon.

Always be careful when backing. Sound horn three times; signal other cars, and look back (not ahead) to see where you are going. Mirrors are valuable at all times.

Be sure to signal when driving toward or away from the curb. Shut off the engine, remove the ignition key, and set the emergency brake when leaving the car. Cramp the wheels to prevent the car from moving accidentally.

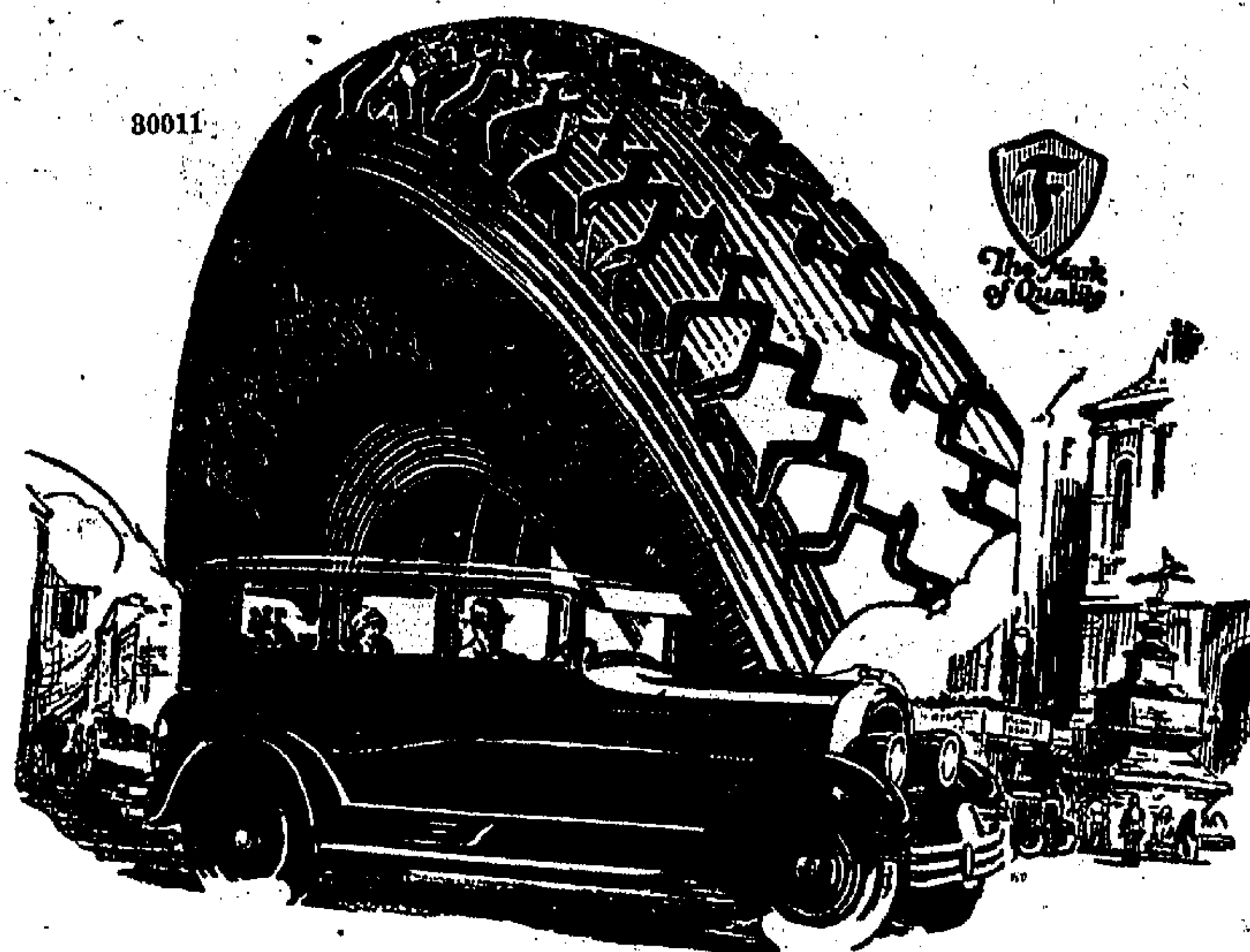
A VAST FORCE

Value of Motors To U.S.A.

An idea of what the motor industry means to the U.S.A. may be gained from the following random figures. There are over 4,000,000 people in the United States employed in the automobile industry and its allied lines, with a yearly payroll running into billions of dollars. Imagine the effect, for instance, on the economic life of America if production of automobiles ceased to-morrow, throwing these millions of people out of work and stopping their buying power.

Close to 6,000,000,000 dollars spent annually for the upkeep of America's automobiles. Almost a billion dollars (1,000,000,000 dollars) each year is spent for parts and service to 89,000 service stations and a like amount for tyres for replacement. Fuels and lubricants to the extent of almost 2,500,000,000 dollars are purchased from 317,000 filling stations and 804,000 pumps, 80 per cent. of all the petrol consumed in the United States being used by the motor industry.

The figures do not include any charge for depreciation, not even on the 2,000,000 cars that are scrapped or replaced annually. Strange as it may seem, the average life of an automobile is seven years and the average cost is 887 dollars. Fifty-eight per cent. of all new cars are bought on time payments and leading finance companies say that automobile owners as a class are a splendid financial risk, the average losses of these concerns for a period of years being less than one-fifth of per cent.



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The Firestone service dealer is backed by an organisation world-wide in scope and influence — an institution grown great by building tyres of highest quality and reducing cost of tyre mileage.

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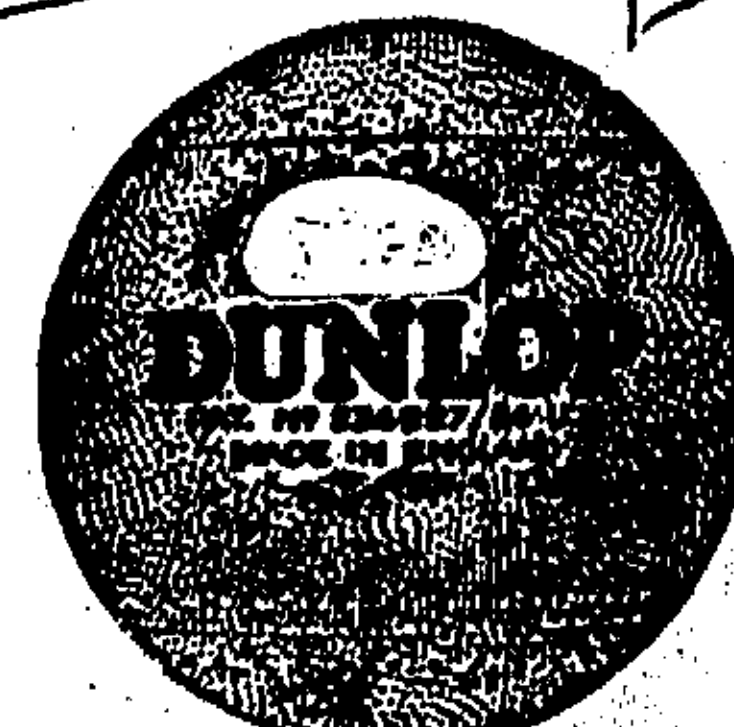
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ACROSS THE SAHARA

5,000-Mile African Trip

Captain R. C. M. Crofton, a member of the staff of Messrs. Thos. Cook and Son, has succeeded in crossing the Sahara in an ordinary small car without any special fittings.

The total distance covered by the car was about 5,000 miles, and the actual crossing of the Sahara took six days. Captain Crofton, whose object in making the journey was to study new big game areas, was given explicit in-

structions before setting out that no advance arrangements were to be made along the route.

The expedition set out from Relat, on the Upper Nile, where it was joined by Mr. Owen Tweedy, a contributor to the "Daily Telegraph," which has lately published several of his articles on African travel. Eleven days later, on April 1, the car was at Kano, in Northern Nigeria, and thence the journey to Kano, in Northern Nigeria, was continued by way of Fort Lamy, Chad, and Chad. The arrival at Kano on April 4 completed the first part of the journey. The car had behaved perfectly.

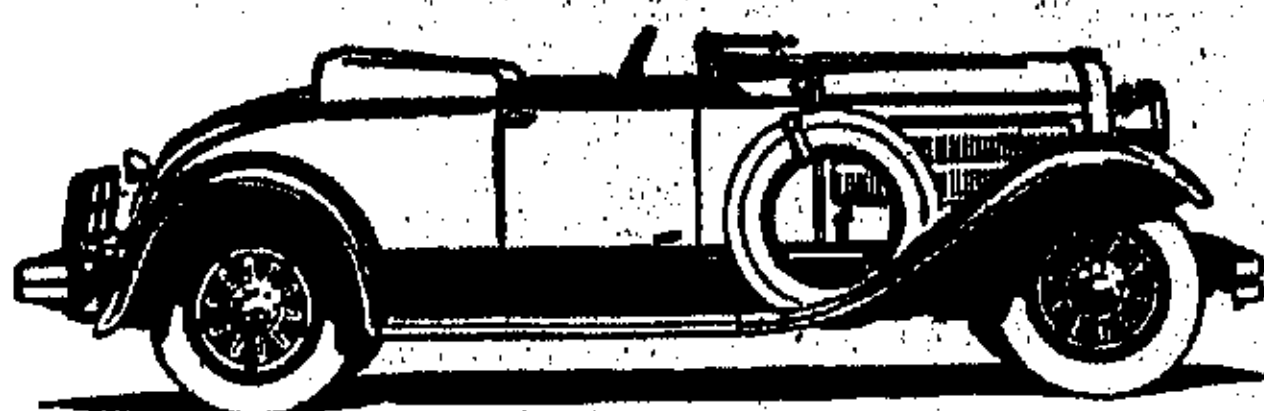
After a halt of four days Captain

Crofton set out across the Sahara, the route chosen taking him via Sokoto (Northern Nigeria) and Gao (Niger). On the morning of April 21 the party arrived at Reggan, on the southern border of Algeria. The distance from Relat to Kano, as measured direct on the map, is 2,857 miles, and from Kano via Gao to Algiers it is 2,200 miles, but the probability is that that mileage was considerably exceeded on the route followed across the Sahara.

Capt. Crofton is now on the way to Algiers, and it is his intention to complete the journey from Marseilles to London by road, except for the Channel crossing.

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THE CHALLENGER



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YOUR very first ride in Essex the Challenger will convince you that here is a car you can depend on—one that embodies style, performance, costly appointments and riding ease with reliability and quality.

Your Hudson-Essex dealer will gladly let you pit this Hudson-made Super-Six against anything that motordom has to offer. Inspect the many body styles and drive Essex the Challenger over any roads you choose.

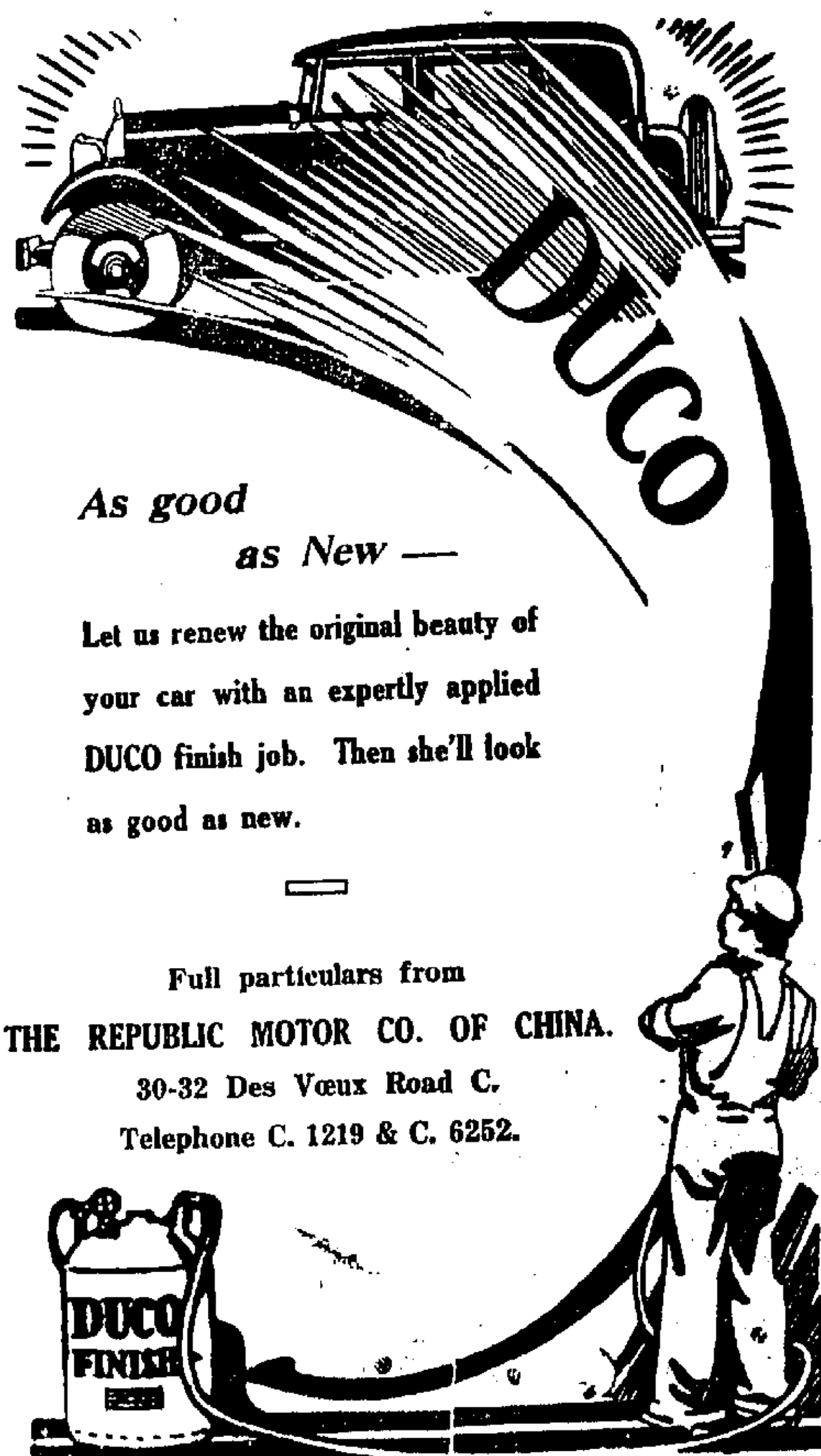
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HOW TO DRIVE

New Edition of Popular Book

The beginning of each motoring season introduces a large number of new motorists who have to gain their driving experiences. The great value to them of an authoritative handbook on the subject as an aid to practical experience needs no emphasizing. There is very much more to learn about driving nowadays than formerly, as traffic and road conditions have been developing rapidly, and the motorist has to be well-equipped with knowledge to meet these conditions.

The new and revised edition of "How to Drive a Car" comprises thirteen chapters; and the reader is led step by step from the elementary principles of car control until he reaches chapters covering the finer points of driving and refinements in handling the controls. A large and well-illustrated chapter is devoted to the art of changing gear and the correct use of the brakes. A feature of this new edition is the inclusion of a description of recent improvements in transmission mechanism and how these modify manipulation, and the art of driving.

There is a large number of illustrations which greatly increase the instructional value of the text.

The new edition of "How to Drive a Car," by the Editor of "The Motor," is now on sale at leading booksellers, and it can also be had direct from Temple Press Ltd., 5-15, Rosebery Avenue, London, E.C., price 2s. 6d. net, post free 2s. 9d.

COMING OF THE CAR

"Light Locomotive" In 1896

In 1896, an Act of Parliament, known as the Locomotives on Highways Act, received the Royal Assent. The Act of 1896 abolished the man with the red flag, and gave the light locomotive (under which heading was included the motor-car) the right to travel upon the highways at a speed not exceeding 14 m.p.h. The speed limit authorised by this Act is entitled to more than passing notice when we remember that we now have recorded a world land speed record of 231.36 m.p.h. upon a type of machine contemplated as recently as 1896.

In 1908, an Act known as the Motor Car Act was passed, which enabled the legal speed of 14 m.p.h. to be increased to 20, and required and enabled the appropriate Government department to issue orders governing the use and construction of heavy motor-cars, defining their axle weight, form of wheel construction, speed, &c.

Great complaints were made to the Government by the local governing authorities of the country of the ever-increasing cost of roads, and thus of the necessity for additional state assistance, and, consequently, in 1909, an Act was passed known as the Development and Road Improvement Funds Act, which set up a board known as the Road Board, and provided that body with funds from vehicle and petrol taxation. This Act, for the first time, brought a Government department into being having some power to define what roads should be specially assisted, and what form the improvements should take. The amount of money which

special taxation of vehicles and petrol produced was quite small in the early years of the Board; still, it sufficed to meet the commitments of the Local Authorities, because the board was not empowered to make grants towards maintenance, and many of the Local Authorities were not prepared to launch out into what the board defined to be improvements, and towards the post of which they were authorised to contribute.

Classifying the Roads

It was soon obvious that direct State assistance could not be confined to improvement works alone, but must be extended to cover reasonable maintenance charges, and in 1913, as a result of a Departmental Committee appointed by the Government to consider this aspect of affairs, the then Road Board was charged with the duty of classifying the roads of the country into three classes, the first and second of which would receive substantial grants towards the cost of maintenance. Unfortunately, before the classification scheme was completed, all operations had to be suspended owing to international troubles.

Considerable numbers of mechanically propelled vehicles which had been procured for war services were put upon the market by the Government Disposals Board, and were quickly purchased by traders and individuals, many of whom were desirous of commencing haulage businesses while the course was yet clear. It was in such circumstances that the Government, in 1919, for the first time in its history, appointed a Minister of Transport, to whom, amongst other things, the duties and powers of the Road Board, together with its officers and staff, were transferred. It was obvious that no further financial assistance could be expected from existing Government sources, and the only course to pursue, therefore, was to seek additional revenue from the ever-increasing number of mechanical-propelled vehicles. A Departmental Committee was formed, and a scheme devised, intended at the outset, to produce at least 9½ millions sterling per annum, and expand as additional vehicles were added to the road transport fleet.—Sir Henry P. Maybury in "Engineering."

STEARNS-KNIGHT

Sales Show Sharp Increase

Practically without precedent in the history of the company, sales of Stearns-Knight cars during the first four months of this year more than doubled actual shipments during the corresponding period of last year, officials of the Stearns-Knight Sales Corporation of Cleveland announce.

The company's increase in individual months was even more phenomenal. March, for example, increased nearly five times. February business was nearly six times greater.

April continued the higher pace with a sharp increase. Sales officials of the company said that May is carrying forward at the same high rate and that orders for June delivery already received will give the company the biggest first half in its history.

Along with the spectacular gain in domestic business, Canadian and foreign sales of Stearns-Knight cars showed sharp increases. In addition to improved economic conditions in foreign countries, larger sales were attributed to the growing popularity of Knight engine cars in these territories and the long, rakish lines of the Stearns-Knight six and eight-cylindered models.

The Stearns-Knight is the only eight-cylindered Knight sleeve-valve motor manufactured in the U.S.A. and this fact has brought increasing inquiries from foreign buyers, officials of the company pointed out.

BUSINESS OPPORTUNITY.

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MOTOR RACING

Result of Argentine Contest

That automobile racing in Argentina is vying in popularity with football, the country's national game, is apparent by the wide-spread interest attendant the many races that have been planned for this year. In past years custom in this South American republic has decreed that the driver winning the various races receive wide recognition for his skill in piloting his car, while the automobile itself was secondary.

With the increased number of American automobiles in Argentina each year, public laudation is rapidly turning to the merits of cars that are necessary to successfully finish these events.

One of the most prominent races held so far this year was the Gran Premio Standard, which was run on April 19. The run was a round-trip between Buenos Aires and Mar Del Plata, a fashionable seaside resort. Only strictly stock model cars were permitted to participate in the 540-mile run. Miguel Viggiano, driving a Studebaker President Eight, was awarded first place in this popular event.

Studebaker cars first attracted attention over the route between Buenos Aires and Mar Del Plata February 20, 1928, when an Erskine Six established a new record for the course. Although the run was not under official observation, wide attention was attracted when the Erskine delivered Buenos Aires morning papers in Mar Del Plata nine hours earlier than the scheduled time.

The Erskine's average speed of more than 37 miles per hour over the muddy roads, drenched with heavy rains, was heralded as a miraculous feat for both the driver and the automobile.

TROLLEY-BUS

An Important Factor In Municipal Transport

Prior to the Great War public transport by road in Great Britain was confined very largely to trams and buses. In recent years the trolley-bus has taken its place beside the two older forms of vehicle and it has met with a ready response on the part of municipal officials. One of the reasons which account for this has undoubtedly been the fact that, at comparatively small expense, the average overhead wire system used for tramway work can be converted, by the addition of a negative wire, to serve the trolley-bus. The rails are eliminated, thus reducing the cost of route maintenance by a very considerable extent. Trams can therefore be discarded in favour of the railless machine without the loss of the capital invested in overhead equipment.

Route extensions can be made with relatively little trouble where tramway or trolley-bus systems are already in existence, the new standards and wires merely having to be installed along the routes to be worked; the power-station plant is generally sufficient to deal with the additional load which will be imposed upon it.

Much attention has been focused upon the type of vehicle in question, and one of the latest papers dealing with it is entitled "The Sphere of the Railless Trolley Vehicle System." It was read by Mr. A. A. Jackson before a recent meeting of the Birmingham and district section of the Institute of Transport. This paper reveals the fact that in 1928 there was an increase of 136 per cent. in the route miles operated, as compared with the figure for 1921.

Road improvements have helped the advancement of the trolley-bus, as did the lack of maintenance of tram rails during the years 1914-1918. Features which have appealed to the public in connection with the operation of

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road, C.4759.
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BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road, C.4759.
CHANDLER.—The Asiatic American Co., 11, Queen's Road East, Tel. C. 575.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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ESSEX.—The China Motor Supply Co., 28-28A, Des Voeux Rd. C. 1558 & 3532.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
FORD.—Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.
HILLMAN.—Lane, Crawford, Ltd.
HUDSON.—The China Motor Supply Co., 28-28A, Des Voeux Rd. C. Tel. C. 1558 & 3532.
HUMBER.—Lane, Crawford, Ltd.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.
OAKLAND.—Lane, Crawford, Ltd.
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PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road, C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPET.—Gilman & Co., 4A, Des Voeux Road Central.
WILLYS-KNIGHT.—Gilman & Co., 4A, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., 48, Stanley Street. Tel. C. 244.
BEAN.—Lane, Crawford, Ltd.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C.4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
FEDERAL TRUCKS.—The China Motor Supply Co. 28-28A, Des Voeux Rd. C. Tel. C. 1558 & 3532.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
FORD TRUCK.—Wallace Harper & Co., Ltd.
FORDSON TRACTOR.—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GRAHAM.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C.4759.
WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C.1087.
HARLEY-DAVIDSON.—Gascen Motor Co., 2, Kwong Wah Road, Kowloon, K. 1242.
HUMBER.—Lane, Crawford, Ltd.
MONET-GOYON.—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road, C. 4759.
ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.
FISK TYRES.—Gilman & Co. 4A, Des Voeux Road, C. Tel. C. 290.
GOODRICH TYRES.—The China Motor Supply Co., 28-28A, Des Voeux Rd. C. Tel. C. 1558 & 3532.
MICHELIN TYRES.—Goeke & Co. China Building C. 2221.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

MOTOR UNION

Report of the Insurance Company

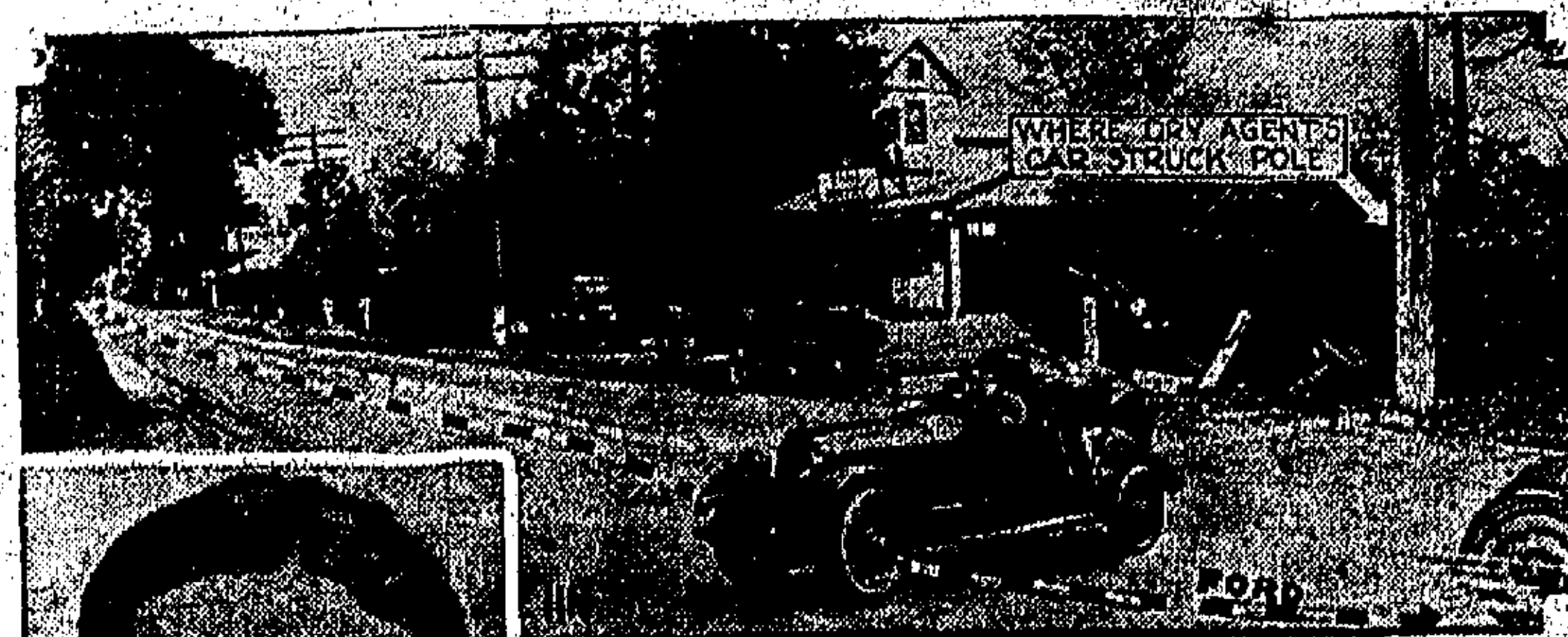
The annual report of the Motor Union Insurance Company, Limited, for which the Union Trading Co., Limited, are local agents, shows that the premium income in all departments for the year 1928 amounted to £2,085,458. 0. 11d.

After payment of dividend to shareholders and making suitable reserves for unexpired risks the balance to the credit of the Profit and Loss Account is £101,910. 11. 6d.

The total assets of the company are now £2,524,548. 10. 11d. Interesting particulars:—Motor Accident & General Department: Net premiums for 1928 amounted to £1,011,043. 13. 8d.; Claims paid and outstanding amounted to £1,214,494. 6. 3d.; Profit carried to Profit and Loss Account amounted to £39,850. 1. 11d. Motor Accident & General Insurance Fund — £1,001,851. 9. 5d.

Fire Department: Net premiums for 1928 amounted to £208,548. 0. 11d.; Claims paid and outstanding amounted to £148,250. 18. 8d.; Profit carried to Profit and Loss Account amounted to £3,098. 0. 7d.; Fire Insurance Fund — £100,881. 12. 8d.

Accident Department: Net premiums for 1928 amounted to £208,548. 0. 6d.; Claims paid and outstanding amounted to £148,250. 18. 8d.; Profit carried to Profit and Loss Account amounted to £3,098. 0. 7d. Accident Insurance Fund £17,886. 8. 2d.



Dashing madly down the Washington-Baltimore Boulevard, chasing a fleeing bootlegger, Dana M. Jackley, left, one of the best known enforcement officers in Washington met his death when the machine in which he and other officers were riding crashed into a telegraph pole at the roadside. The diagram above shows the details of the accident.

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DODGE

SENIOR SIX

LANDAU SEDAN

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you to know what I think about
your "Michelin" Tyres. As you will
recollect I bought a Fiat (M 509)
Car from you fitted with these
Tyres (size 720 x 120) and after
having run for about 8000 miles I
cannot speak too highly of them
..... I have never had any
trouble with these tyres; there
has been no puncture up to date
and it was never necessary to use
the spare tyre

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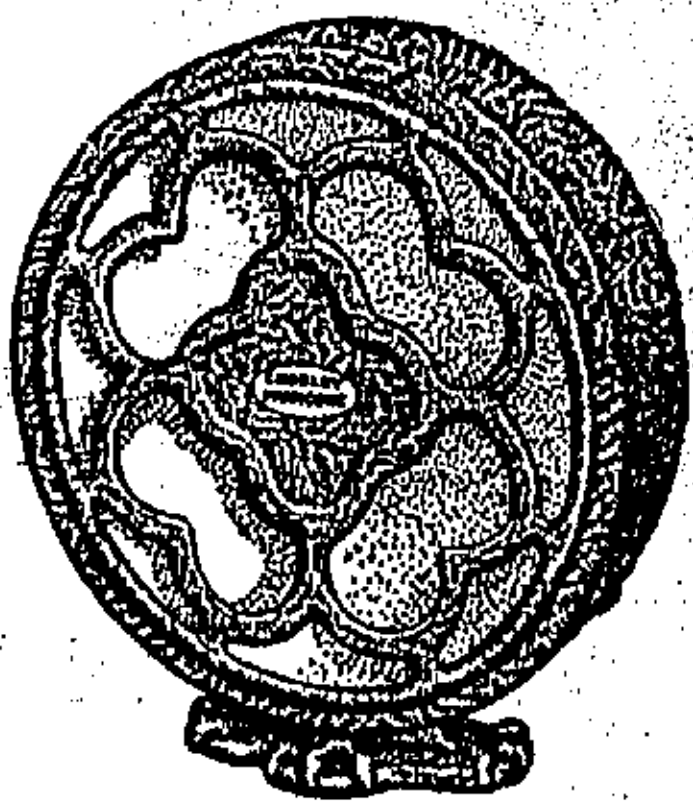
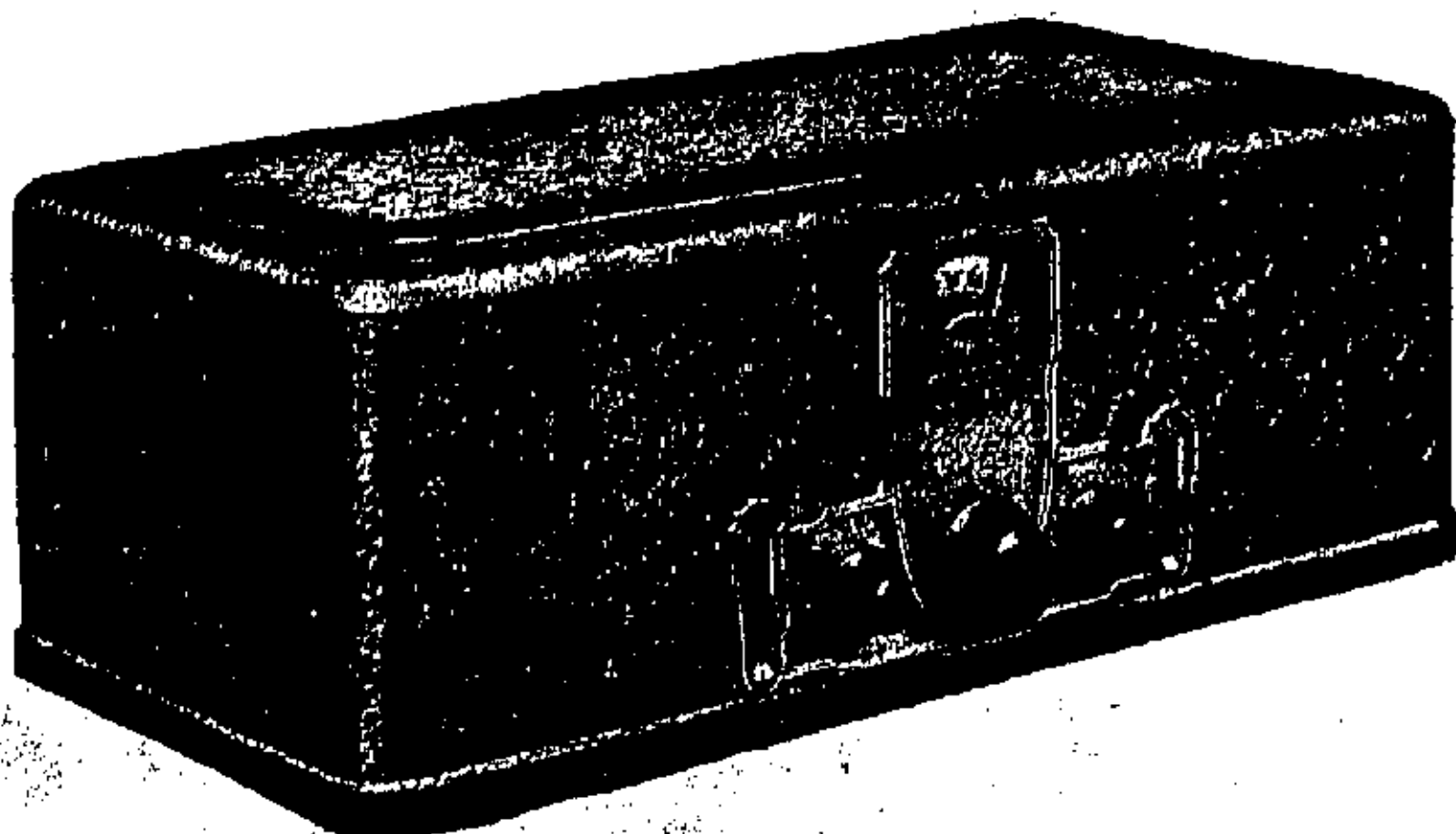
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48, Stanley Street. Tel. C. 244.

THE BOL D'OR

High-Speed Reliability
Trial

The Bol d'Or, a twenty-four-hour high-speed reliability trial which was run over a circuit approximately 2.6 miles in length near St. Germaine on May 18 and 19, resulted in a success in the 500 c.c. class for a Gillet, ridden by Vronnen, whose average speed for the 492 laps which he covered was 45.07 m.p.h. A Rudge-Whitworth, ridden by James was second, the

machine having covered the course 420 times.

First in the 250 c.c. class was a Monet-Goyon, which, covered the course 397 times at an average speed of 42.96 m.p.h. Bruscol (Velocette) came in second.

The average speeds of the first riders in the 250 c.c., 175 c.c., and 150 c.c. classes were 39.36 m.p.h., 29.25 m.p.h., and 28.53 m.p.h. respectively.

The 600 c.c. sidecar class was won by another Gillet, the average speed being 39.18 m.p.h. for 360 laps, while the 850 c.c. sidecar class winner's average speed for 321 laps was 34.73 m.p.h.

BRILLIANT SUCCESS

Italian Motors In
Switzerland

The Motor Show recently held in Geneva has been a great success, far superior to previous Swiss Exhibitions both by reason of the number and the renown of the firms taking part, the best known names in the world's motor production being represented.

The interest displayed by the international car industry in an Exhibition that is held long after the more celebrated Paris, London, New York and Rome Shows, is warranted by the position amongst Europe's greatest consumers of motor vehicles which Switzerland is rapidly attaining. An excellent market for foreign cars, Switzerland, with a negligible home production, has one of the highest positions in world statistics of motor registrations. Whilst Italy has only one motor vehicle for every 346 inhabitants, Switzerland has already reached one for every 61 inhabitants. This is all the more remarkable when one considers that for years some of the Cantons were very reluctant to open their roads to motor traffic. The Canton of Geneva, in which the Salon was held, holds first place with one motor vehicle for every 20 inhabitants!

Naturally, so interesting a market could not remain neglected by the Italian motor industry, which is very highly esteemed in the neighbouring Confederation and which has obtained many sporting successes on Swiss soil. Italy's finest products were worthily represented, and the new Fiat models 521 and 525-S, officially shown for the first time in Switzerland, aroused particular interest and admiration.

The Fiat stand was continually the centre of an interested, enthusiastic crowd, and the commercial success obtained at this Exhibition by the leading Italian firm is indicated by the large number of orders taken.

But commercial success is not enough for Fiat, used to sporting triumphs as well. On the occasion of the Salon, the Geneva Section of the Swiss Automobile Club organised, as an international event, a kilometre race at Eaux-Mortes. The race took place on March 17, many cars of well known makes taking part. In the Sports 1,100-1,500 c.c. class, the little 509 Fiat of Mr. August Schniebler of Berne won first place, covering the kilometre from a standing start in 40.2/5", the average speed thus working out at nearly 56 miles per hour. This car beat the special, super-charged cars in the same class, and made considerably better time than the winning cars of the two next higher classes.

This strenuous test of the Fiat in a competition which calls for the maximum acceleration and power, as well as easy steering and gear changing, and which subjects every part of the car to terrific strains, giving convincing proof of its general excellence, gave rise to widespread and favourable comment in many countries.

KING'S HIGHWAY

Fringe Of Motor
Development

Roads and road transport have, by virtue of the possibilities of the internal combustion engine, once again assumed supremacy in the transport systems of most countries, and it is fair to assume, having regard to the hold which road travel now has upon the populations of the world, that we have only touched the fringe of mechanically propelled vehicle development. In Great Britain probably the motorcar industry is one of the most progressive and successful, and has become the means of providing a large measure of well-paid employment. In like manner, the intensive use of the roads by all forms of vehicles, from the little 7-h.p. Austin car, to the giant night sleeper saloon, which is now becoming so general, makes it clear to those having responsibility for the permanent ways of the future, that much development is necessary, and that a progressive policy is required, with ample resources for research in order to secure the greatest efficiency and economy.

Value of Vehicles

It has been computed conservatively that the value of all mechanically propelled vehicles now using the roads of Great Britain is not less than \$1,000,000,000, whilst if a value be assigned to the highway system upon present day replacement costs probably \$2,000,000,000 would not be too high a figure to assign. And the end is not yet.

In these great industries have grown up and developed sources of employment of the first import-

CHRYSLER 75 SALOON

"The Autocar" Road
Tests

In a sense the Chrysler "75" model is revolutionary, and few cars have caused so much argument and discussion as did this model on its first appearance. Chiefly, of course, this was due to the sudden radical change in the external appearance. The interesting point is that, whereas at first sight it was difficult to decide whether the car was really handsome or distinctly ugly, further consideration suggested that it was handsome from a three-quarter or front view but not so good to look at from the plain side aspect. Still further consideration revised this impression, since in course of time the side view did not appear so unusual as at first. Anyhow, it is beyond argument that the front of the machine is very attractive indeed.

The car itself is very interesting, and is an excellent example of the value offered for money in the American machines, when one recognises that its price is naturally augmented by a duty of considerable proportion, and when one realises also that it has a very good performance generally.

The engine is very smooth, very flexible, and, save for a slight, low-burettor hiss, is almost noiseless. How flexible it is can best be judged by the fact that the Chrysler is essentially an all-top-gear machine, and will pull on a gradient down to as low as 3 m.p.h., and yet get away afterwards without using an indirect gear and without slipping the clutch. That, in its turn means that the best way to handle the car is to engage top gear almost as soon as the machine moves from rest, leaving the indirect gears for service on an exceptional steep hill. Let it be said that a judicious use of second on a steep gradient very appreciably increases the speed.

An Interesting Point

That introduces another interesting point. The unusual form of vacuum tank and suction pipe device which has been a feature of these cars for some years does not, in fact, seem to "dry up" after prolonged use of full throttle, whereas a great many vacuum tanks give signs of this trouble in exceptional circumstances.

The clutch is probably as good as it is possible for it to be made. It has no judder, is progressive and easy to operate. The gearchange is slightly easier at low speeds than at high speeds, and the knob of the long central gear lever comes very conveniently to the driver's hand when he is comfortably seated. The acceleration figures speak for themselves, especially the time given for top gear. The carburettor has no apparent flat spot whatever. A car as fast as this would be better, from the European point of view, if it had a decided castor action. That remark applies at speeds of 65 to 75 m.p.h., which, it may be granted, are outside the range of the average person, but the alteration would make the car a thought steeper for fast work and help the driver considerably on a sharp turn at low speed. The steering is very light, and the steering wheel has a thin rim, affording a secure grip.

Again considering the car from the point of view of its speed more effective shock absorbers would be of assistance, and especially would tend to damp out the slight surging effect that is caused on a rough road at medium speeds.

Brakes Good

The brakes are good, a decided, and an interesting point—the master cylinder adjusts itself if any oil is lost during running. A better effect can be obtained, also, if the pedal has considerable free travel before the shoes engage with the drums.

The suspension is good, there is not overmuch roll, and the body as a whole is very comfortable, the back seat especially, with a width of 7 in., giving ample room for three people. The front seat, being one inch narrower, is almost sufficient for three people as well. There is plenty of leg room too. The front seat is not adjustable, and the doors sometimes jam slightly when the car is new; both points are worth the while of the importers to bear in mind.

As is usual with cars of this type, the equipment is very complete. It includes an interior driving mirror, dimming device controlled from the steering wheel, suction-operated windscreen wiper—which on the car tested worked at almost full throttle—a very neat and artistic instrument board having, among other things, a dial indicating the contents of the fuel tank, and indirect lighting, a spare wheel bracket which can be locked, radiator shutters automatically opened and shut by a thermostat, in addition to a second thermostat, controlling the water jacket circulation, spring shackles which will not wear, and a big luggage carrier at the back. The starting motor is not too cold morning, being able to pull almost straight away.

There is no question but that the Chrysler "75" is a car which stands out because of its performance, considering its size and type of body carried, and, as stated earlier, it is remarkable value for money.

and to a nation of manufacturers. In 1927 the motor manufacturing industry alone directly employed 257,000 persons, and manufactured 209,000 vehicles in the account year.

It is an endeavour to show that in order to endeavour to show that small standards and limited conceptions should not prevail in shaping the future of the country's highways, which, in its highest expression is but the modern and scientific evolution of the ancient right and freedom of passage enjoyed by the King's subjects of every rank and station, over the King's highway—Sir Henry P. Maybury in "Engineering."



Get behind the wheel and Get the facts

Test Buick

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Winning more than twice as many buyers as any other automobile listed above \$1200 . . . by completely exploding the theory that "all cars are the same" and that it was next to impossible for any car to score a revolutionary advance in performance!

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Take a Buick—test it in direct comparison with any other car—let the test embrace all elements of performance. . . .

Thread through traffic. Soar over the hills. Throttle down to a walking pace. Rise to a brilliant sprint on the straightaway. Make a thoroughgoing comparison of power, getaway, swiftness, smoothness and stamina, in order that you may obtain full knowledge of Buick performance leadership.

Get behind the wheel and get the facts. With the facts in hand, we know you will get a Buick!

Buick Motor Company, Flint, Michigan
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Buick Motor Cars are available on very attractive hire purchase terms.

"The New Buick—The New Style"

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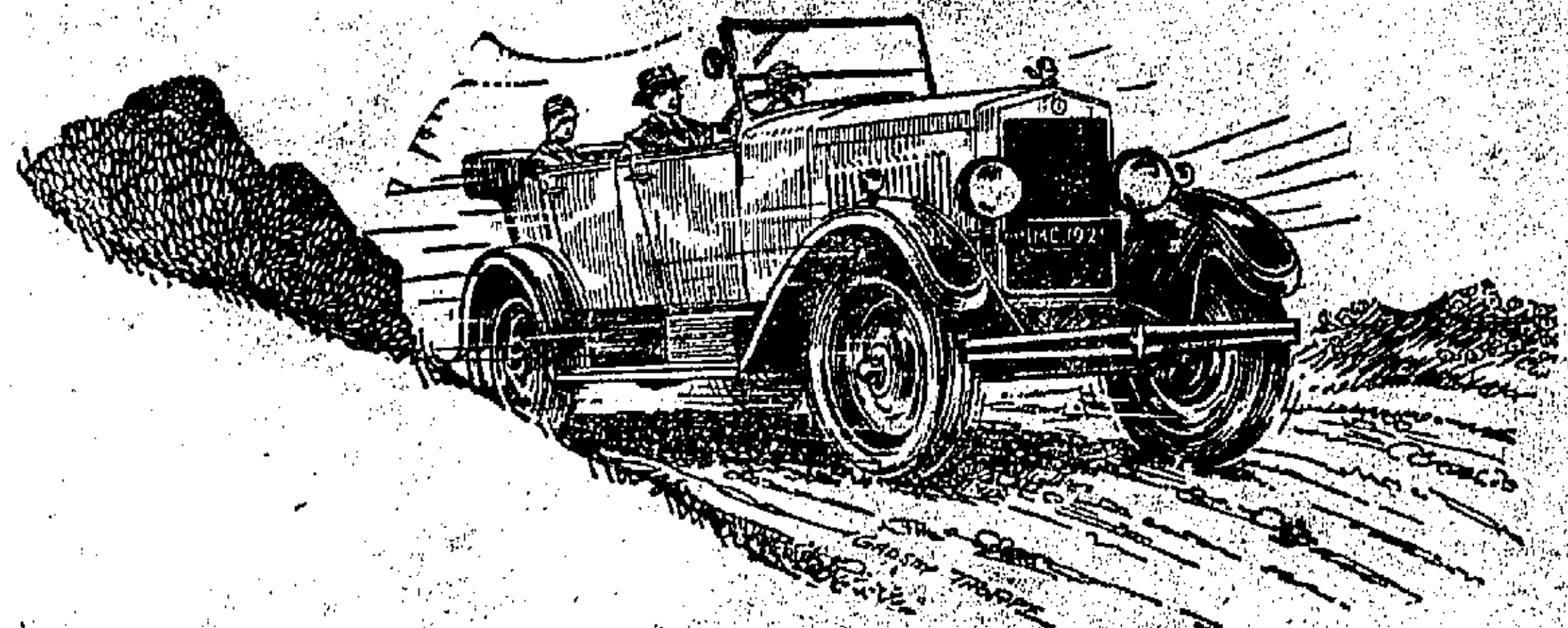
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A FULL five-seater car with high clearance, 56 in. track, a deep springing—and built like a steel bridge! A power output that is smooth, certain in all conditions of climate. A fast mover, a hill climber. As strong as many horses and always reliable.

This is the higher-powered Morris-Cowley, the car that was designed with a foreknowledge of colonial conditions. Built with a care for detail—a choice of material, to ensure its hundred per cent. efficiency under the most arduous usage. It is a most successful car, this worthy product of Europe's greatest automobile building organisation.

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SEDAN and TOURING MODELS
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Telephones C. 93 and C. 741.

Hongkong Sunday Herald

號十三月六年九十二百九千一英 HONG, KONG, SUNDAY, JUNE 30, 1929. 四廿月五巳己國民華中

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SEND IT HOME!
THE WEEK'S NEWS
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AVIATION DISASTERS

Miss Gentry's Romance and Her "Rival"

PATHTIC CALL FOR "BILL"

Voice from Beside to Man Up in the Clouds

New York, Yesterday.
The crash of Miss Viola Gentry in the competitive attempt on the endurance flight record (which she began on June 27) is rendered additionally poignant.

On June 28 her plane came down tragically, she being seriously hurt and her pilot, Jack Ashcraft, being killed.

On June 26, Mr. and Mrs. Martin Jensen, with a Danish pilot named William Ulbrich, started from Roosevelt Field. Both Miss Gentry and those on the "rival" plane were determined to break the world's flying endurance record (with refueling from other machines in the air, during the flight).

Semi-Conscious & Hysterical
It now transpires that Miss Gentry is "romantically attached" to William Ulbrich, the pilot of the "rival" machine.

Lying in the wreckage of her plane, Miss Gentry was semi-conscious and hysterical. She repeatedly called "Bill" (Ulbrich). The latter was meanwhile flying above the clouds. He learnt of Miss Gentry's disaster by wireless telephone and frantically appealed from the sky for full details from the aerodrome officials.

The officials eventually placed a microphone at Miss Gentry's bedside to enable her to speak — perhaps for the last time—to "Bill" Ulbrich, who was still flying and not yet aware of the critical injuries sustained by her.—Reuter's American Service.

SPANIARDS FOUND

British Aircraft Carrier Effects Rescue

London, Yesterday.

The Admiralty announces that the aircraft carrier, H.M.S. "Eagle," has discovered the missing Spanish airmen, Major Franco and his companions, who are safe and well and that their flying boat, the "Numancia," is a little damaged.—Reuter.

The "Numancia" was on a trans-Atlantic flight from Spain to America. At first it was erroneously announced that the airmen had landed at the Azores. Then she was posted missing. This was followed by reports of discoveries of (a) the remains of a derelict plane 120 miles from the Azores and (b) a flare believed to be from an aeroplane, the position of which flared leading to a suspicion that it was from the "Numancia." If she had been trying to reach New York without stopping at the Azores, it would have been hoisted aboard.

Later.
H.M.S. "Eagle" found the "Numancia" in Lat. 36.28 North, Long. 24.14 West (i.e., 200 miles or so S.E. of the Azores). The "Numancia" has been hoisted aboard H.M.S. "Eagle," which is proceeding to Gibraltar. The "Numancia" has been missing since June 24.—Reuter.

Judging from the position given, the "Numancia" probably did not even reach San Miguel, which is between the position where she was found and the Azores. The first rumour was that she had arrived at San Miguel. At any rate, a Portuguese destroyer, four Spanish destroyers and two squadrons of seaplanes set out in search of the airmen.]

FOULED THE TAIL

Two Military Planes Spin Down to Earth

Rheims, Yesterday.

Whilst two military aeroplanes were refuelling in mid-air, the lead pipe fouled the tail of one of the machines.

Both spun earthwards. One righted itself near the ground, but the other was wrecked and two airmen killed.—Reuter.

AVIATION FEATS

Discovery of New Land in Antarctic

U.S.A. FLIGHT RECORDS

New York, Yesterday.

The discovery by aeroplane of 20,000 square miles of hitherto unknown land in the Antarctic Ocean is announced by Commander Richard E. Byrd, the leader of the South Pole Expedition. The report is published by the

THREE BIG 'UNS

Movements of Chinese Leaders

CHIANG, FENG AND YEN

Peking, Yesterday.
General Yen Hsi-shan (Governor of Shansi), who stands for better, for worse between the National Government and Feng Yu-hsiang, (the "Christian General") is expected to arrive here from Shansi on the morning of June 30; and he may see Marshal Chiang Kai-shek (head of the National Government, who has come to Peking from Nanking with a staff and a formidable body-guard) before going to Tientsin to rejoin Feng Yu-hsiang.

Feng's Short Cut
Feng Yu-hsiang is also coming northward by the Peking-Hankow Railway but he is not coming quite as far as Peking. From a point a little to the south of Peking, he will branch off from the Peking-Hankow Railway on the loop line which skirts the south of Peking and links up at Fengtai with the railway from

Things That Matter

To-day's Diary

Fifth Sunday after Trinity.
Queen's Theatre—"Fleetwing."

Star Theatre—"While London Sleeps."

World Theatre—"Sorrell and Son."

Majestic Theatre—"The Keeper of the Bees."

Lightning-up Time.—7.11 p.m.

Sixteenth Hong Kong Group Catholic Cathedral Boy Scouts—Blessing of Colours, 11 a.m.

Sailors' and Soldiers' Home—Men's Bible Class, 3 p.m.; Service Men's Social Hour, 8.15 p.m.

Repulse Bay Hotel—Tea Dance, 4.30 p.m.

Tides.—High, 4.22 a.m. and 2.49 p.m.; Low, 8.31 a.m. and 10.06 p.m.

Home Mails

Outward—Via Siberia, today, 9 a.m.; via Siberia, tomorrow, noon.

Weather Forecast

Local weather forecast (issued last evening).—"S. W. winds, fresh; cloudy generally, probably some rain."

At 11.15 a.m. yesterday the Manila Observatory broadcast:—"Typhoon in about Lat. 11 N., Long. 142 E., moving W.N.W."

The Dollar

The closing rate of the dollar on demand yesterday was 1/11-3/16.

CRISIS IN JAPAN?

Corner-Stone of World Peace

BARON TANAKA SPEAKS

Tokyo, Friday.

Stating his belief that "the (Kellogg) Pact will prove the corner-stone of world peace" and offering his "sincerest respects to M. Briand and Mr. F. B. Kellogg for their worthy efforts which have been crowned with success and would mark an epoch in the annals of the world's peace movements," Baron Tanaka, the Premier, in his capacity as Foreign Minister, has announced the fact that H.I.M. the Emperor of Japan has ratified the Kellogg Pact.

Baron Tanaka also reviewed the circumstances under which Japan supported the Pact and how she interpreted the much-discussed phrase "in the names of the respective peoples," so as to ensure that there would be no conflict (vis-a-vis the Emperor's position) with the terms of the national constitution of Japan.

Accompanying the statement is a copy of memoranda exchanged between Japan and America on July 16 last year regarding the interpretation of the phrase.—Reuter.

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Stating his belief that "the (Kellogg) Pact will prove the corner-stone of world peace" and offering his "sincerest respects to M. Briand and Mr. F. B. Kellogg for their worthy efforts which have been crowned with success and would mark an epoch in the annals of the world's peace movements," Baron Tanaka, the Premier, in his capacity as Foreign Minister, has announced the fact that H.I.M. the Emperor of Japan has ratified the Kellogg Pact.

Baron Tanaka also reviewed the circumstances under which Japan supported the Pact and how she interpreted the much-discussed phrase "in the names of the respective peoples," so as to ensure that there would be no conflict (vis-a-vis the Emperor's position) with the terms of the national constitution of Japan.

PARENTS' DAY

Maryknoll Convent Entertainment

CHILDREN'S OPERETTA

Postponed from the previous week on account of inclement weather, Parents' Day was observed at the Maryknoll Convent, Kowloon, on Friday afternoon, when the pupils gave a pleasing entertainment in presence of a large attendance of parents and friends.

Action songs and dancing displays were given by the tiny tots, in the kindergarten class, whilst the elder pupils produced an operetta in three acts, "Peter Rabbit." Dressed in appropriate costumes the various characters gave evidence of painstaking training, alike in elocution, singing, and dancing, on which the Superior and the Sisters are to be warmly congratulated.

The gathering took place on the lawn and was a decided success, thanks to the able manner in which all the pupils acquitted themselves.

MR. DWIGHT DAVIS

P.I.'S New Governor in Japan

Tokyo, Friday.

Mr. Dwight Davis, who is en route to the Philippines to take up the appointment of Governor-General, arrived in Yokohama this morning. He immediately proceeded to Tokyo where he was received in audience by H.I.M. the Emperor.

After attending luncheon at the America-Japan Society, Mr. Davis was present at a tennis match in which Kumagae and Fukuda, who had previously played in the Davis Cup, took part.

The spectators included H.I.M. Prince Chichibu (brother of the Mikado) and Princess Chichibu, Sir John Tilley (British Ambassador to Japan) and Mr. Neville (the American Charge d'Affaires).

In the evening, Mr. Davis was the guest of honour at a dinner given by the Premier, Baron Tanaka, who is also Foreign Minister.

On June 30, Mr. Davis leaves Kobe for Manila, via Shanghai and Hong Kong, by the Dollar Line a.s. "President Taft." It is understood that his visit to Tokyo has no political significance.—Reuter.

JAPAN & THE "PACT"

Corner-Stone of World Peace

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FRENCH WAR DEBTS

An Appeal to the United States

THROUGH M. CLAUDEL

Secretary of State Discovers a New Difficulty

Washington, Yesterday.
"Make a fresh effort to move the United States to put all its heart into it" telegraphed M. Briand (Minister for Foreign Affairs) to Ambassador Claudel who, this afternoon, discussed with Mr. H. L. Stimson (State Secretary) the postponement of the payment of the War Stocks Debt in accordance with yesterday's motion, in the Paris Chamber.

Mr. Stimson declares that he does not see how it can be postponed without the sanction of Congress, now in recess.—Reuter's American Service.

BORAH'S RETORT

France, Europe's Most Prosperous Nation

Washington, Yesterday.

A blunt retort has been made by Senator Borah (Chairman of the Foreign Affairs Committee of the U.S.A. Senate) to M. Franklin Bouillon's speech in the French Chamber, in which the latter referred to the "United States of America pushing France into ratification of the debt settlement and France's inability to appeal to the justice of the world if the U.S.A. does not recognise justice."

Senator Borah points out that it is three years since the settlement was made and over a decade since it was due. Moreover, he said, France's debts to the U.S.A. were settled for about ten shillings in the pound.

He also declared that France is the most prosperous nation in Europe and has no unemployment. "She is evidently not fighting for time or justice," he continued, "as she has both. It must be something else."—Reuter's American Service.

CRISIS IN JAPAN?

(Continued from Page 1.)

Baron Tanaka's handling of the Manchurian incident and the ratification of the anti-War (Kellogg) Pact.

The "Hochi," in special reports, says that the Premier personally decided to resign; in connection with which an urgent Cabinet conference will be called early next week.

The uncertainty of the position is reflected in the Specie Bank lowering the rate of the Yen exchange by two points.—Reuter.

CRISIS IN JAPAN?

Orders for Punishment

It is authoritatively learned that although official confirmation is withheld for the present, orders have been issued for the punishment of the following military officers in connection with "the grave affair in Manchuria" (the phrase used in the orders):—

Colonel Kawamoto, Staff Officer in the division composing the Garrison in Manchuria in 1928—suspension from duty.

Lieut. General Saito, Chief of Staff of the whole Garrison in Manchuria in 1928—indefinite disciplinary confinement in quarters.

Major-General Mizumachi, Commander of the Japanese guards in the South Manchuria Railway zone in 1928—indefinite disciplinary confinement in quarters.—Reuter.

A Reuter cable received shortly before going to press read:—"It is learned in a source which, apparently, is very reliable, that the Japanese Government is resigning on July 2."

BRITISH MINES

Another Meeting With Government

London, Yesterday.

The Central Committee of the Mining Association are meeting the Government on Monday to discuss the situation regarding the coal fields.—Reuter.

Printed and published for the Proprietors, the Hong Kong Herald Publishing Company, by DAVID CHRISTIAN WILSON, business manager, at 28, Wyndham Street, Hong Kong.

Powell's Noted Summer

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